



APPENDIX D
Intersection Level of Service Worksheets
Ambient Growth and Related Projects Conditions (Year 2012)

DRAFT

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roscomare Rd & Mulholland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Roscomare Rd						Mulholland Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	126	0	94	0	0	0	0	645	453	174	466	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	135	0	101	0	0	0	0	690	485	186	499	0
Added Vol:	0	0	8	0	0	0	0	14	0	13	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	109	0	0	0	0	704	485	199	512	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	109	0	0	0	0	704	485	199	512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	109	0	0	0	0	704	485	199	512	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	0	109	0	0	0	0	704	485	199	512	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.55	0.00	0.45	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	868	0	699	0	0	0	0	1568	1568	1568	1568	0

Capacity Analysis Module:

Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.45	0.31	0.13	0.33	0.00
Crit Vol:			243	0			704			199		
Crit Moves:			****				****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Sepulveda Bl & Getty Ctr Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 1.073
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Sepulveda Bl Getty Ctr Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 2 0 1 0 1 0 0 1 0 0 0 1 0 0 0

Volume Module:

Base Vol:	225	416	9	11	2434	119	5	0	17	1	1	2
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	241	445	10	12	2604	127	5	0	18	1	1	2
Added Vol:	0	161	0	0	238	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	606	10	12	2842	127	5	0	18	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	606	10	12	2842	127	5	0	18	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	606	10	12	2842	127	5	0	18	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	606	10	12	2842	127	5	0	18	1	1	2

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	0.00	1.00	0.25	0.25	0.50
Final Sat.:	1568	3086	49	1568	3135	1568	1568	0	1568	392	392	784

Capacity Analysis Module:

Vol/Sat:	0.15	0.20	0.20	0.01	0.91	0.08	0.00	0.00	0.01	0.00	0.00	0.00
Crit Vol:	241			1421					18	1		
Crit Moves:	****			****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Sepulveda Bl & Moraga Dr/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.193
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Sepulveda Bl Moraga Dr/I-405 NB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 1 1 0 1 0 1 0 1 0 1
Volume Module:

Base Vol:	125	525	58	102	2345	1	90	78	11	78	89	28
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	134	562	62	109	2509	1	96	83	12	83	95	30
Added Vol:	170	161	0	0	238	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	723	62	109	2747	1	96	83	12	83	95	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	723	62	109	2747	1	96	83	12	83	95	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	723	62	109	2747	1	96	83	12	83	95	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	304	723	62	109	2747	1	96	83	12	83	95	30

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.76	0.24	1.00	1.99	0.01	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1568	4331	372	1568	3134	1	1568	1374	194	1568	1568	1568

Capacity Analysis Module:

Vol/Sat:	0.19	0.17	0.17	0.07	0.88	0.88	0.06	0.06	0.06	0.05	0.06	0.02
Crit Vol:	304			1374			96				95	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Sepulveda Bl & Church Ln/Ovada Pl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Sepulveda Bl Church Ln/Ovada Pl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 1 0 1 0 1 0 0 0 1 0 0 1 0

Volume Module:
Base Vol: 25 534 91 2 1694 680 106 51 23 92 128 3
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 27 571 97 2 1813 728 113 55 25 98 137 3
Added Vol: 0 312 0 0 207 31 15 0 31 0 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 27 883 97 2 2020 759 128 55 56 98 137 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 27 883 97 2 2020 759 128 55 56 98 137 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 883 97 2 2020 759 128 55 56 98 137 6
PCE Adj: 6.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 161 883 97 9 2020 759 141 55 56 98 137 6

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Lanes: 0.41 1.59 1.00 0.01 1.45 0.54 1.13 0.43 0.44 1.00 0.96 0.04
Final Sat.: 648 2487 1568 2 2279 853 1761 680 693 1568 1500 68

Capacity Analysis Module:
Vol/Sat: 0.04 0.36 0.06 0.88 0.89 0.89 0.08 0.08 0.08 0.06 0.09 0.09
Crit Vol: 557 2 126 143
Crit Moves: **** **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Barrington Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.080
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Barrington Av Sunset Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 1 1 0 0 1 0 1 1 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 165 35 268 194 70 7 0 1802 179 251 2012 135
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 177 37 287 208 75 7 0 1928 192 269 2153 144
Added Vol: 4 0 0 0 0 0 0 0 25 8 0 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 181 37 287 208 75 7 0 1953 200 269 2173 144
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 181 37 287 208 75 7 0 1953 200 269 2173 144
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 181 37 287 208 75 7 0 1953 200 269 2173 144
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 181 37 315 208 75 7 0 1953 200 269 2173 144
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Lanes: 1.00 0.21 1.79 1.00 0.91 0.09 1.00 2.00 1.00 1.00 1.88 0.12
Final Sat.: 1513 321 2704 1513 1375 138 1513 3025 1513 1513 2836 189
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.12 0.14 0.05 0.05 0.00 0.65 0.13 0.18 0.77 0.77
Crit Vol: 181 208 977 269
Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Barrington Pl & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.152

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name: Barrington Pl Sunset Bl

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Permitted Permitted Permitted Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 0 0 2 0 0 0 0 0 0 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 51 0 567 0 0 0 0 1952 102 269 2052 0

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Bse: 55 0 607 0 0 0 0 2089 109 288 2196 0

Added Vol: 0 0 13 0 0 0 0 25 0 65 20 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 55 0 620 0 0 0 0 2114 109 353 2216 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 55 0 620 0 0 0 0 2114 109 353 2216 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 55 0 620 0 0 0 0 2114 109 353 2216 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 55 0 682 0 0 0 0 2114 109 353 2216 0

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Lanes: 1.00 0.00 2.00 0.00 0.00 0.00 0.00 1.90 0.10 1.00 2.00 0.00

Final Sat.: 1568 0 3135 0 0 0 0 2981 154 1568 3135 0

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.03 0.00 0.22 0.00 0.00 0.00 0.00 0.71 0.71 0.23 0.71 0.00

Crit Vol: 341 0 1111 353

Crit Moves: **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Church Ln I-405 SB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 2 0 2 1 0 2 0 0 0 0 1 0 1 0 0

Volume Module:
 Base Vol: 0 195 349 210 574 0 2 3 6 1442 1 39
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 0 209 373 225 614 0 2 3 6 1543 1 42
 Added Vol: 0 15 2 0 31 0 0 0 0 236 0 31
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 224 375 225 645 0 2 3 6 1779 1 73
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 224 375 225 645 0 2 3 6 1779 1 73
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 224 375 225 645 0 2 3 6 1779 1 73
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
 Final Vol.: 0 224 413 225 645 0 2 3 6 1957 1 73

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 0.00 2.00 2.00 1.00 2.00 0.00 0.18 0.27 0.55 1.92 0.01 0.07
 Final Sat.: 0 3135 3135 1568 3135 0 285 428 855 3021 2 112

Capacity Analysis Module:
 Vol/Sat: 0.00 0.07 0.13 0.14 0.21 0.00 0.01 0.01 0.01 0.65 0.65 0.65
 Crit Vol: 206 225 12 1015
 Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Church Ln & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name:	Church Ln						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	2	2	0	3	1	0	1

Volume Module:

Base Vol:	62	2	42	567	191	1152	193	2557	61	7	1023	337
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	66	2	45	607	204	1233	207	2736	65	7	1095	361
Added Vol:	0	0	0	203	0	64	15	22	0	0	22	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	2	45	810	204	1297	222	2758	65	7	1117	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	2	45	810	204	1297	222	2758	65	7	1117	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	2	45	810	204	1297	222	2758	65	7	1117	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	2	45	891	204	1426	244	2758	65	7	1117	363

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	1.00	1.63	0.37	2.00	2.00	3.91	0.09	1.00	2.00	1.00
Final Sat.:	3025	1513	1513	2460	565	3025	3025	5910	140	1513	3025	1513

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.03	0.36	0.36	0.47	0.08	0.47	0.47	0.00	0.37	0.24
Crit Vol:	36					713		706		7		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 I-405 NB Ramps & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.023
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:		I-405 NB Ramps						Sunset Bl							
Approach:		North Bound			South Bound			East Bound			West Bound				
Movement:		L	T	R	L	T	R	L	T	R	L	T	R		
Control:		Permitted			Permitted			Permitted			Permitted				
Rights:		Include			Include			Include			Include				
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:		1	0	0	0	1	0	0	0	0	0	0	2	0	1

Volume Module:												
Base Vol:	451	0	347	0	0	0	0	2043	861	0	794	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	483	0	371	0	0	0	0	2186	921	0	850	0
Added Vol:	0	0	1	0	0	0	0	225	0	0	24	148
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	483	0	372	0	0	0	0	2411	921	0	874	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	0	372	0	0	0	0	2411	921	0	874	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	0	372	0	0	0	0	2411	921	0	874	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	483	0	372	0	0	0	0	2411	921	0	874	148

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.57	0.43
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	0	4233	717

Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.23	0.00	0.00	0.00	0.00	0.73	0.56	0.00	0.21	0.21
Crit Vol:	483			0			1206			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Veteran Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.289
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av				Sunset Bl					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	0	0	0	0	1	1	0

Volume Module:

Base Vol:	55	0	378	0	0	0	0	1890	185	355	1242	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	59	0	404	0	0	0	0	2022	198	380	1329	0
Added Vol:	162	0	2	0	0	0	0	9	230	4	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	0	406	0	0	0	0	2031	428	384	1347	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	0	406	0	0	0	0	2031	428	384	1347	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	0	406	0	0	0	0	2031	428	384	1347	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	221	0	406	0	0	0	0	2031	428	384	1347	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	1568	0	1568	0	0	0	0	2589	546	1568	3135	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.78	0.78	0.24	0.43	0.00
Crit Vol:			406	0				1230		384		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Bellagio & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.968
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:		Bellagio						Sunset Bl						
Approach:		North Bound			South Bound			East Bound			West Bound			
Movement:		L	T	R	L	T	R	L	T	R	L	T	R	
Control:		Split Phase			Split Phase			Protected			Protected			
Rights:		Include			Include			Include			Include			
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:		0	0	1	0	0	1	0	1	1	0	1	0	1

Volume Module:													
Base Vol:	33	4	15	456	81	257	295	1814	108	62	1306	28	
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	
Initial Bse:	35	4	16	488	87	275	316	1941	116	66	1397	30	
Added Vol:	0	0	0	0	0	0	0	11	0	0	21	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	35	4	16	488	87	275	316	1952	116	66	1418	30	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	35	4	16	488	87	275	316	1952	116	66	1418	30	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35	4	16	488	87	275	316	1952	116	66	1418	30	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	35	4	16	537	87	302	316	1952	116	66	1418	30	

Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
Lanes:	0.63	0.08	0.29	1.74	0.26	1.00	1.00	1.89	0.11	1.00	1.96	0.04	
Final Sat.:	960	116	436	2630	395	1513	1513	2856	169	1513	2962	63	

Capacity Analysis Module:													
Vol/Sat:	0.04	0.04	0.04	0.20	0.22	0.20	0.21	0.68	0.68	0.04	0.48	0.48	
Crit Vol:	56			309			1034			66			
Crit Moves:	****			****			****			****			

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Hilgard Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.073

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Hilgard Av				Sunset Bl											
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Split Phase				Split Phase				Protected				Protected			
Rights:				Rights:				Rights:				Rights:			
Include				Include				Include				Include			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
0 0 0				0 0 0				0 0 0				0 0 0			
Lanes:				Lanes:				Lanes:				Lanes:			
1 0 1! 0 1				0 0 1! 0 0				1 0 1 1 0				1 0 1 1 0			

Volume Module:

Base Vol:	189	39	125	36	100	35	29	1012	277	436	1284	39
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	202	42	134	39	107	37	31	1083	296	467	1374	42
Added Vol:	0	0	88	0	0	0	0	11	0	109	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	42	222	39	107	37	31	1094	296	576	1395	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	42	222	39	107	37	31	1094	296	576	1395	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	42	222	39	107	37	31	1094	296	576	1395	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	222	42	244	39	107	37	31	1094	296	576	1395	42

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.31	0.25	1.44	0.21	0.59	0.20	1.00	1.57	0.43	1.00	1.94	0.06
Final Sat.:	1987	373	2178	318	885	310	1513	2380	645	1513	2937	88

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.12	0.12	0.12	0.02	0.46	0.46	0.38	0.47	0.47
Crit Vol:	169					183		695		576		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Beverly Glen Bl (West) & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Glen Bl (West)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:	Beverly Glen Bl (West)			Sunset Bl		
Base Vol:	112	85	514	93	97	21
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	120	91	550	100	104	22
Added Vol:	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	120	91	565	100	104	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	91	565	100	104	22
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	120	91	565	100	104	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	91	565	100	104	22

Saturation Flow Module:	Beverly Glen Bl (West)			Sunset Bl		
Sat/Lane:	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	0.44	0.46	0.10
Final Sat.:	1513	1513	1513	667	695	151

Capacity Analysis Module:	Beverly Glen Bl (West)			Sunset Bl		
Vol/Sat:	0.08	0.06	0.37	0.15	0.15	0.15
Crit Vol:	565			226		
Crit Moves:	****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Beverly Glen (East) & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.119
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:		Beverly Glen (East)				Sunset Bl				
Approach:		North Bound		South Bound		East Bound		West Bound		
Movement:		L	T	R	L	T	R	L	T	R
Control:		Permitted		Permitted		Protected		Permitted		
Rights:		Include		Include		Include		Include		
Min. Green:		0	0	0	0	0	0	0	0	0
Lanes:		0	0	0	0	1	0	1	1	0

Volume Module:

Base Vol:	0	0	0	153	0	954	549	1082	0	0	1633	46
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	164	0	1021	587	1158	0	0	1747	49
Added Vol:	0	0	0	0	0	119	73	42	0	0	60	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	164	0	1140	660	1200	0	0	1807	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	164	0	1140	660	1200	0	0	1807	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	164	0	1140	660	1200	0	0	1807	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	164	0	1254	660	1200	0	0	1807	51

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.23	0.00	1.77	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	362	0	2773	1568	3135	0	0	3049	86

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.45	0.00	0.45	0.42	0.38	0.00	0.00	0.59	0.59
Crit Vol:		0		164			660				929	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Sepulveda Bl & Montana Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.841
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: D

1.155

Street Name: Sepulveda Bl Montana Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 1 0 0 0 1 0 1 0

Volume Module:
Base Vol: 104 339 552 469 972 92 12 374 86 75 119 99
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 111 363 591 502 1040 98 13 400 92 80 127 106
Added Vol: 0 73 0 133 105 0 0 0 0 0 0 95
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 111 436 591 635 1145 98 13 400 92 80 127 201
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 111 436 591 635 1145 98 13 400 92 80 127 201
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 436 591 635 1145 98 13 400 92 80 127 201
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 111 436 591 635 1145 98 13 400 92 161 127 201

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Lanes: 1.00 2.00 1.00 1.00 1.84 0.16 0.03 0.79 0.18 0.49 0.69 0.82
Final Sat.: 1568 3135 1568 1568 2887 248 40 1242 286 766 1080 1289

Capacity Analysis Module:
Vol/Sat: 0.07 0.14 0.38 0.40 0.40 0.40 0.32 0.32 0.32 0.10 0.12 0.16
Crit Vol: 101 101 101 101 101 101 505 505 505 80 80 80
Crit Moves: *** **

591 635

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 Veteran & Gayley

Cycle (sec): 100 Critical Vol./Cap. (X): 1.198
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	36	230	61	200	365	47	105	689	31	31	133	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	39	246	65	214	391	50	112	737	33	33	142	41
Added Vol:	0	7	0	224	10	0	0	133	0	0	95	158
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	253	65	438	401	50	112	870	33	33	237	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	253	65	438	401	50	112	870	33	33	237	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	253	65	438	401	50	112	870	33	33	237	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	253	65	438	401	50	112	870	33	33	237	199

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.11	0.71	0.18	0.49	0.45	0.06	0.11	0.86	0.03	0.07	0.51	0.42
Final Sat.:	178	1170	302	813	744	93	183	1414	54	117	835	699

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.22	0.54	0.54	0.54	0.62	0.62	0.62	0.28	0.28	0.28
Crit Vol:	39			889			1016			33		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Gayley Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.860
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 103 Level Of Service: D

Street Name:	Gayley Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	28	891	210	158	307	14	41	144	11	219	84	105
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	30	953	225	169	328	15	44	154	12	234	90	112
Added Vol:	0	24	14	228	24	0	0	0	0	14	0	168
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	977	239	397	352	15	44	154	12	248	90	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	977	239	397	352	15	44	154	12	248	90	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	977	239	397	352	15	44	154	12	248	90	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	977	239	397	352	15	44	154	12	248	90	280

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.61	0.39	1.00	1.92	0.08	1.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1650	2652	648	1650	3165	135	1650	1533	117	1650	1650	1650

Capacity Analysis Module:

Vol/Sat:	0.02	0.37	0.37	0.24	0.11	0.11	0.03	0.10	0.10	0.15	0.05	0.17
Crit Vol:	608			397			166			248		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Gayley Av & Weyburn Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Street Name:	Gayley Av						Weyburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	1	0	0

Volume Module:	Gayley Av			Gayley Av			Weyburn Av			Weyburn Av		
Base Vol:	23	850	78	33	527	119	288	215	56	46	95	57
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	25	910	83	35	564	127	308	230	60	49	102	61
Added Vol:	0	38	53	0	37	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	948	136	35	601	127	308	230	60	84	102	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	948	136	35	601	127	308	230	60	84	102	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	948	136	35	601	127	308	230	60	84	102	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	948	136	35	601	127	308	230	60	84	102	61

Saturation Flow Module:	Gayley Av			Gayley Av			Weyburn Av			Weyburn Av		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.75	0.25	1.00	1.65	0.35	1.00	0.80	0.20	1.00	0.62	0.38
Final Sat.:	1650	2885	415	1650	2723	577	1650	1319	331	1650	1031	619

Capacity Analysis Module:	Gayley Av			Gayley Av			Weyburn Av			Weyburn Av		
Vol/Sat:	0.01	0.33	0.33	0.02	0.22	0.22	0.19	0.17	0.18	0.05	0.10	0.10
Crit Vol:	542			35			308			163		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Hilgard Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: B

Street Name:	Hilgard Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	1	0	1	0	0

Volume Module:

Base Vol:	44	510	5	5	261	379	316	52	28	20	156	31
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	47	546	5	5	279	406	338	56	30	21	167	33
Added Vol:	16	47	0	0	49	42	31	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	593	5	5	328	448	369	56	40	21	167	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	593	5	5	328	448	369	56	40	21	167	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	593	5	5	328	448	369	56	40	21	167	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	593	5	5	328	448	406	56	40	21	167	33

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	1.76	0.24	1.00	1.00	0.83	0.17
Final Sat.:	1568	1553	14	1568	1568	1568	2757	378	1568	1568	1308	260

Capacity Analysis Module:

Vol/Sat:	0.04	0.38	0.38	0.00	0.21	0.29	0.15	0.15	0.03	0.01	0.13	0.13
Crit Vol:	598			5			231			200		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Bundy Dr & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.975

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name:	Bundy Dr						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	178	654	105	122	779	56	71	1079	106	113	1383	65
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	190	700	112	131	834	60	76	1155	113	121	1480	70
Added Vol:	0	0	5	0	0	0	0	62	0	1	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	700	117	131	834	60	76	1217	113	122	1523	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	700	117	131	834	60	76	1217	113	122	1523	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	700	117	131	834	60	76	1217	113	122	1523	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	700	117	131	834	60	76	1217	113	122	1523	70

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.71	0.29	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1513	2591	434	1513	2822	203	1513	3025	1513	1513	3025	1513

Capacity Analysis Module:

Vol/Sat:	0.13	0.27	0.27	0.09	0.30	0.30	0.05	0.40	0.07	0.08	0.50	0.05
Crit Vol:	190			447			76			761		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Barrington Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Barrington Av Wilshire Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 2 0 1
-----|-----|-----|-----|

Volume Module:
Base Vol: 132 347 112 207 361 65 64 1538 80 107 1762 71
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 141 371 120 221 386 70 68 1646 86 114 1885 76
Added Vol: 1 0 10 68 0 0 0 66 1 2 43 11
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 142 371 130 289 386 70 68 1712 87 116 1928 87
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 142 371 130 289 386 70 68 1712 87 116 1928 87
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 142 371 130 289 386 70 68 1712 87 116 1928 87
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 142 371 130 289 386 70 68 1712 87 116 1928 87
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Lanes: 1.00 1.48 0.52 1.00 1.69 0.31 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1650 2445 855 1650 2796 504 1650 3300 1650 1650 3300 1650
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.09 0.15 0.15 0.18 0.14 0.14 0.04 0.52 0.05 0.07 0.58 0.05
Crit Vol: 251 289 68 964
Crit Moves: **** **** **** ****

```

-----
                        Level Of Service Computation Report
                Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #23 San Vicente/Federal & Wilshire Bl
*****
Cycle (sec):          100                Critical Vol./Cap. (X):          1.223
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180                Level Of Service:              F
*****
Street Name:          San Vicente Bl/Federal Av                Wilshire Bl
Approach:              North Bound                South Bound                East Bound                West Bound
Movement:              L - T - R                L - T - R                L - T - R                L - T - R
-----
Control:              Split Phase                Split Phase                Protected                Protected
Rights:                Include                Include                Include                Ignore
Min. Green:            0    0    0                0    0    0                0    0    0                0    0    0
Lanes:                 1    0    2    0    1                2    1    0    1    0                1    0    2    1    0                1    0    2    0    1
-----
Volume Module:
Base Vol:              88    204    115    1358    272    38    17    1807    73    103    1981    1048
Growth Adj:            1.07    1.07    1.07    1.07    1.07    1.07    1.07    1.07    1.07    1.07    1.07    1.07
Initial Bse:           94    218    123    1453    291    41    18    1933    78    110    2120    1121
Added Vol:             77    0    0    7    1    1    0    68    12    0    131    3
PasserByVol:           0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:           171    218    123    1460    292    42    18    2001    90    110    2251    1124
User Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    0.00
PHF Adj:               1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    0.00
PHF Volume:            171    218    123    1460    292    42    18    2001    90    110    2251    0
Reduct Vol:            0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:           171    218    123    1460    292    42    18    2001    90    110    2251    0
PCE Adj:               1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    0.00
MLF Adj:               1.00    1.00    1.00    1.10    1.00    1.00    1.00    1.00    1.00    1.00    1.00    0.00
Final Vol.:            171    218    123    1606    292    42    18    2001    90    110    2251    0
-----
Saturation Flow Module:
Sat/Lane:              1375    1375    1375    1375    1375    1375    1375    1375    1375    1375    1375    1375
Adjustment:            1.10    1.10    1.10    1.10    1.10    1.10    1.10    1.10    1.10    1.10    1.10    1.10
Lanes:                 1.00    2.00    1.00    3.00    0.88    0.12    1.00    2.87    0.13    1.00    2.00    1.00
Final Sat.:            1513    3025    1513    4537    1324    189    1513    4342    195    1513    3025    1513
-----
Capacity Analysis Module:
Vol/Sat:               0.11    0.07    0.08    0.35    0.22    0.22    0.01    0.46    0.46    0.07    0.74    0.00
Crit Vol:              171                535                18                1125
Crit Moves:           ****                ****                ****                ****
*****

```

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #24 Sepulveda Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.479

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	2	0	2	1	0	4

Volume Module:

Base Vol:	250	315	348	228	626	262	73	3310	255	135	3309	60
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	267	337	372	244	670	280	78	3542	273	144	3541	64
Added Vol:	43	55	52	2	95	8	2	47	48	32	515	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	392	424	246	765	288	80	3589	321	176	4056	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	392	424	246	765	288	80	3589	321	176	4056	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	392	424	246	765	288	80	3589	321	176	4056	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	311	392	424	246	765	288	88	3589	321	194	4056	80

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.45	0.55	2.00	2.75	0.25	2.00	4.90	0.10
Final Sat.:	1513	1513	1513	1513	2197	828	3025	4165	372	3025	7416	147

Capacity Analysis Module:

Vol/Sat:	0.21	0.26	0.28	0.16	0.35	0.35	0.03	0.86	0.86	0.06	0.55	0.55
Crit Vol:	311			527			1303			97		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Veteran Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.142
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
 Optimal Cycle: 180 Level Of Service: F

Street Name: Veteran Av Wilshire Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 2 2 0 3 1 0 2 0 3 1 0

Volume Module:

Base Vol:	192	492	98	116	249	457	514	3775	233	85	2419	46
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	205	526	105	124	266	489	550	4039	249	91	2588	49
Added Vol:	0	7	109	0	10	0	0	532	53	86	510	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	533	214	124	276	489	550	4571	302	177	3098	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	533	214	124	276	489	550	4571	302	177	3098	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	533	214	124	276	489	550	4571	302	177	3098	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	205	533	214	124	276	538	605	4571	302	195	3098	49

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.75	0.25	2.00	3.94	0.06
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	5881	389	3135	6172	98

Capacity Analysis Module:

Vol/Sat:	0.13	0.17	0.14	0.08	0.09	0.17	0.19	0.78	0.78	0.06	0.50	0.50
Crit Vol:	205					269		1218		97		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #26 Gayley Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.079
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Gayley Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	2	0	3	1	0	3

Volume Module:	Gayley Av			Gayley Av			Wilshire Bl			Wilshire Bl		
Base Vol:	58	411	64	87	115	345	527	3262	219	52	2596	188
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	62	440	68	93	123	369	564	3490	234	56	2778	201
Added Vol:	0	5	2	40	6	146	190	451	0	4	449	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	445	70	133	129	515	754	3941	234	60	3227	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	445	70	133	129	515	754	3941	234	60	3227	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	445	70	133	129	515	754	3941	234	60	3227	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	445	70	133	129	567	829	3941	234	60	3227	218

Saturation Flow Module:	Gayley Av			Gayley Av			Wilshire Bl			Wilshire Bl		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.00	2.00	2.00	3.78	0.22	1.00	3.75	0.25
Final Sat.:	1513	3025	1513	1513	1513	3025	3025	5710	340	1513	5667	383

Capacity Analysis Module:	Gayley Av			Gayley Av			Wilshire Bl			Wilshire Bl		
Vol/Sat:	0.04	0.15	0.05	0.09	0.09	0.19	0.27	0.69	0.69	0.04	0.57	0.57
Crit Vol:	222			133			415			861		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Westwood Bl & Lindbrook Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Westwood Bl						Lindbrook Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	1171	281	7	401	29	22	114	43	83	133	27
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	1253	301	7	429	31	24	122	46	89	142	29
Added Vol:	24	330	296	0	203	0	0	87	0	220	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1583	597	7	632	31	24	209	46	309	206	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1583	597	7	632	31	24	209	46	309	206	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1583	597	7	632	31	24	209	46	309	206	29
PCE Adj:	4.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	1583	597	45	632	31	24	209	46	309	206	29

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.13	1.87	1.00	0.23	2.64	0.13	0.17	1.50	0.33	1.00	0.89	0.11
Final Sat.:	206	3094	1650	373	4360	217	279	2476	545	1650	1475	175

Capacity Analysis Module:

Vol/Sat:	0.12	0.51	0.36	0.02	0.14	0.14	0.08	0.08	0.08	0.19	0.14	0.16
Crit Vol:	844			7			139			309		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Westwood Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.163

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	1	2	0	3	1	0	2

Volume Module:	Westwood Bl			Westwood Bl			Wilshire Bl			Wilshire Bl		
Base Vol:	103	804	146	71	257	206	520	2611	133	177	2602	199
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	110	860	156	76	275	220	556	2794	142	189	2784	213
Added Vol:	2	156	248	46	83	293	425	43	26	224	174	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1016	404	122	358	513	981	2837	168	413	2958	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1016	404	122	358	513	981	2837	168	413	2958	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1016	404	122	358	513	981	2837	168	413	2958	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	112	1016	404	122	358	565	1080	2837	168	455	2958	282

Saturation Flow Module:	Westwood Bl			Westwood Bl			Wilshire Bl			Wilshire Bl		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.15	0.85	1.00	2.00	2.00	2.00	3.78	0.22	2.00	3.65	0.35
Final Sat.:	1568	3364	1338	1568	3135	3135	3135	5919	351	3135	5724	546

Capacity Analysis Module:	Westwood Bl			Westwood Bl			Wilshire Bl			Wilshire Bl		
Vol/Sat:	0.07	0.30	0.30	0.08	0.11	0.18	0.34	0.48	0.48	0.15	0.52	0.52
Crit Vol:	473			479			540			810		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #29 Glendon Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.016
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Glendon Av Wilshire Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 1 0 1 0 2 2 0 3 0 1 1 0 3 1 0

Volume Module:
 Base Vol: 15 140 19 138 528 206 293 2196 283 66 2117 198
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 16 150 20 148 565 220 314 2350 303 71 2265 212
 Added Vol: 0 0 0 40 0 179 243 94 0 0 289 54
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 16 150 20 188 565 399 557 2444 303 71 2554 266
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 16 150 20 188 565 399 557 2444 303 71 2554 266
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 150 20 188 565 399 557 2444 303 71 2554 266
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 16 150 20 188 565 439 612 2444 303 71 2554 266

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 0.88 0.12 1.00 1.00 2.00 2.00 3.00 1.00 1.00 3.62 0.38
 Final Sat.: 1568 1380 187 1568 1568 3135 3135 4703 1568 1568 5679 591

Capacity Analysis Module:
 Vol/Sat: 0.01 0.11 0.11 0.12 0.36 0.14 0.20 0.52 0.19 0.05 0.45 0.45
 Crit Vol: 16 565 426 225
 Crit Moves: ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #30 Selby Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.991
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Selby Av Wilshire Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 3 0 1

Volume Module:
 Base Vol: 89 81 98 117 38 48 24 1942 37 69 3046 78
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 95 87 105 125 41 51 26 2078 40 74 3259 83
 Added Vol: 80 6 16 34 0 1 6 134 1 0 186 49
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 175 93 121 159 41 52 32 2212 41 74 3445 132
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 175 93 121 159 41 52 32 2212 41 74 3445 132
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 175 93 121 159 41 52 32 2212 41 74 3445 132
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 175 93 121 159 41 52 32 2212 41 74 3445 132

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 0.43 0.57 1.00 0.44 0.56 1.00 3.00 1.00 1.00 3.00 1.00
 Final Sat.: 1568 680 887 1568 685 882 1568 4703 1568 1568 4703 1568

Capacity Analysis Module:
 Vol/Sat: 0.11 0.14 0.14 0.10 0.06 0.06 0.02 0.47 0.03 0.05 0.73 0.08
 Crit Vol: 214 159 32 1148
 Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Warner Av & Wilshire Bl*****
Cycle (sec): 100 Critical Vol./Cap. (X): 1.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Warner Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	95	68	35	89	84	118	94	2316	22	16	2673	84
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	102	73	37	95	90	126	101	2478	24	17	2860	90
Added Vol:	0	0	0	0	0	0	0	210	0	0	237	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	73	37	95	90	126	101	2688	24	17	3097	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	73	37	95	90	126	101	2688	24	17	3097	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	73	37	95	90	126	101	2688	24	17	3097	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	73	37	95	90	126	101	2688	24	17	3097	90

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.92	0.08
Final Sat.:	1568	1568	1568	1568	1568	1568	1568	4662	41	1568	4570	133

Capacity Analysis Module:

Vol/Sat:	0.06	0.05	0.02	0.06	0.06	0.08	0.06	0.58	0.58	0.01	0.68	0.68
Crit Vol:	102					126	904			1062		
Crit Moves:	****					****	****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #33 Beverly Glen Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.010
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: Beverly Glen Bl Wilshire Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1 1 0 2 1 0

Volume Module:
 Base Vol: 155 408 99 92 577 72 120 2002 249 131 2198 73
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 166 437 106 98 617 77 128 2142 266 140 2352 78
 Added Vol: 38 9 1 1 44 4 5 166 39 3 195 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 204 446 107 99 661 81 133 2308 305 143 2547 79
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 204 446 107 99 661 81 133 2308 305 143 2547 79
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 204 446 107 99 661 81 133 2308 305 143 2547 79
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 204 446 107 99 661 81 133 2308 305 143 2547 79

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 1.61 0.39 1.00 1.78 0.22 1.00 3.00 1.00 1.00 2.91 0.09
 Final Sat.: 1568 2528 607 1568 2793 342 1568 4703 1568 1568 4561 142

Capacity Analysis Module:
 Vol/Sat: 0.13 0.18 0.18 0.06 0.24 0.24 0.09 0.49 0.19 0.09 0.56 0.56
 Crit Vol: 204 371 133 875
 Crit Moves: ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 Westwood Bl & Wellworth Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Street Name:	Westwood Bl						Wellworth Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:	Westwood Bl			Wellworth Av		
Base Vol:	65	1204	244	24	403	11
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	70	1288	261	26	431	12
Added Vol:	8	404	0	0	330	4
PasserByVol:	0	0	0	0	0	0
Initial Fut:	78	1692	261	26	761	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1692	261	26	761	16
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	78	1692	261	26	761	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1692	261	26	761	16

Saturation Flow Module:	Westwood Bl			Wellworth Av		
Sat/Lane:	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1650	3300	1650	1650	3233	67

Capacity Analysis Module:	Westwood Bl			Wellworth Av		
Vol/Sat:	0.05	0.51	0.16	0.02	0.24	0.24
Crit Vol:	846			26		
Crit Moves:	****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #35 Westwood Bl & Rochester Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Westwood Bl						Rochester Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	0	0	1	0	1	0

Volume Module:

Base Vol:	30	1181	28	16	480	18	14	25	29	23	24	15
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	32	1264	30	17	514	19	15	27	31	25	26	16
Added Vol:	16	412	0	0	335	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1676	30	17	849	19	15	27	56	25	26	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1676	30	17	849	19	15	27	56	25	26	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1676	30	17	849	19	15	27	56	25	26	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	1676	30	17	849	19	15	27	56	25	26	16

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.15	0.27	0.58	0.37	0.39	0.24
Final Sat.:	1650	3300	1650	1650	3300	1650	253	451	946	612	639	399

Capacity Analysis Module:

Vol/Sat:	0.03	0.51	0.02	0.01	0.26	0.01	0.06	0.06	0.06	0.04	0.04	0.04
Crit Vol:	838			17			98			25		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #36 Barrington Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: D

Barrington Av					Santa Monica Bl														
North Bound					South Bound					East Bound					West Bound				
Movement:					Movement:					Movement:					Movement:				
L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	0	1	1	0	0	1	0	0	1	0	2	1	0	0		

Volume Module:												
Base Vol:	90	558	97	103	509	49	44	1430	62	74	1435	65
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	96	597	104	110	545	52	47	1530	66	79	1535	70
Added Vol:	0	6	0	1	3	6	15	332	0	0	369	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	603	104	111	548	58	62	1862	66	79	1904	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	603	104	111	548	58	62	1862	66	79	1904	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	603	104	111	548	58	62	1862	66	79	1904	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	603	104	111	548	58	62	1862	66	79	1904	71

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	2.90	0.10	1.00	2.89	0.11
Final Sat.:	1650	1650	1650	1650	1491	159	1650	4780	170	1650	4773	177

Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.37	0.37	0.04	0.39	0.39	0.05	0.40	0.40
Crit Vol:	603			111			643			79		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #37 Sawtelle Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.158
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Sawtelle Bl Ohio Av
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
 Base Vol: 71 319 147 33 82 25 72 809 58 65 484 90
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 76 341 157 35 88 27 77 866 62 70 518 96
 Added Vol: 51 98 83 1 23 0 0 12 0 58 7 6
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 127 439 240 36 111 27 77 878 62 128 525 102
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 127 439 240 36 111 27 77 878 62 128 525 102
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 127 439 240 36 111 27 77 878 62 128 525 102
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 127 439 240 36 111 27 77 878 62 128 525 102

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 0.16 0.54 0.30 1.00 0.81 0.19 1.00 0.93 0.07 1.00 0.84 0.16
 Final Sat.: 260 899 492 1650 1329 321 1650 1541 109 1650 1381 269

Capacity Analysis Module:
 Vol/Sat: 0.49 0.49 0.49 0.02 0.08 0.08 0.05 0.57 0.57 0.08 0.38 0.38
 Crit Vol: 807 36 940 128
 Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 Sepulveda Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.997
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Sepulveda Bl Ohio Av
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 87 688 222 30 717 83 180 747 87 89 521 50
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 93 736 238 32 767 89 193 799 93 95 557 53
 Added Vol: 6 133 0 0 124 26 40 54 1 0 40 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 99 869 238 32 891 115 233 853 94 95 597 53
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 99 869 238 32 891 115 233 853 94 95 597 53
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 99 869 238 32 891 115 233 853 94 95 597 53
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 99 869 238 32 891 115 233 853 94 95 597 53

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 2.00 1.00 1.00 1.77 0.23 1.00 0.90 0.10 1.00 0.92 0.08
 Final Sat.: 1650 3300 1650 1650 2923 377 1650 1486 164 1650 1514 136

Capacity Analysis Module:
 Vol/Sat: 0.06 0.26 0.14 0.02 0.30 0.30 0.14 0.57 0.57 0.06 0.39 0.39
 Crit Vol: 99 503 947 95
 Crit Moves: **** **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #39 Veteran Av & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Veteran Av				Ohio Av				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0

Volume Module:	Veteran Av		Ohio Av	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	71	113	52	28
Growth Adj:	1.07	1.07	1.07	1.07
Initial Bse:	76	121	56	30
Added Vol:	0	72	0	0
PasserByVol:	0	0	0	0
Initial Fut:	76	193	56	30
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	76	193	56	30
Reduct Vol:	0	0	0	0
Reduced Vol:	76	193	56	30
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Vol.:	76	193	56	30

Saturation Flow Module:	Veteran Av		Ohio Av	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10
Lanes:	0.23	0.60	0.17	0.10
Final Sat.:	386	981	283	168

Capacity Analysis Module:	Veteran Av		Ohio Av	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.20	0.20	0.20	0.18
Crit Vol:	76	295	1046	106
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #40 Westwood Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Westwood Bl						Ohio Av											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Permitted					
Rights:	Include						Include						Include					
Min. Green:	0		0		0	0		0		0	0		0		0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0			

Volume Module:	Westwood Bl			South Bound			Ohio Av			West Bound		
Base Vol:	132	1081	47	38	498	59	235	443	108	61	412	35
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	141	1157	50	41	533	63	251	474	116	65	441	37
Added Vol:	21	428	0	0	360	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1585	50	41	893	63	251	474	116	65	441	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1585	50	41	893	63	251	474	116	65	441	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1585	50	41	893	63	251	474	116	65	441	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	162	1585	50	41	893	63	251	474	116	65	441	37

Saturation Flow Module:	Westwood Bl			South Bound			Ohio Av			West Bound		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.80	0.20	1.00	0.92	0.08
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1327	323	1650	1521	129

Capacity Analysis Module:	Westwood Bl			South Bound			Ohio Av			West Bound		
Vol/Sat:	0.10	0.48	0.03	0.02	0.27	0.04	0.15	0.36	0.36	0.04	0.29	0.29
Crit Vol:	792			41			251			478		
Crit Moves:	****			****			****			****		

```

-----
                        Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #41 Sawtelle Bl & Santa Monica Bl
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.918
Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         180          Level Of Service:              E
*****
Street Name:          Sawtelle Bl          Santa Monica Bl
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1    0    0    1    0          1    0    0    1    0          1    0    2    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              88    289    126          57    136    21          30    1244    90    144    1438    191
Growth Adj:            1.07    1.07    1.07          1.07    1.07    1.07          1.07    1.07    1.07    1.07    1.07    1.07
Initial Bse:           94    309    135          61    146    22          32    1331    96    154    1539    204
Added Vol:             16    166    0          14    66    1          6    315    19    12    374    60
PasserByVol:           0    0    0          0    0    0          0    0    0          0    0    0    0
Initial Fut:          110    475    135          75    212    23          38    1646    115    166    1913    264
User Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           110    475    135          75    212    23          38    1646    115    166    1913    264
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:          110    475    135          75    212    23          38    1646    115    166    1913    264
PCE Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
Final Vol.:           110    475    135          75    212    23          38    1646    115    166    1913    264
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425          1425    1425    1425          1425    1425    1425    1425    1425    1425
Adjustment:           1.10    1.10    1.10          1.10    1.10    1.10          1.10    1.10    1.10    1.10    1.10    1.10
Lanes:                1.00    0.78    0.22          1.00    0.90    0.10          1.00    2.80    0.20    1.00    2.64    0.36
Final Sat.:          1568    1221    346          1568    1411    157          1568    4395    308    1568    4131    571
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07    0.39    0.39          0.05    0.15    0.15          0.02    0.37    0.37    0.11    0.46    0.46
Crit Vol:              610          75          587          166
Crit Moves:           ****          ****          ****          ****
*****

```


Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #42 I-405 SB Ramps & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.155
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: I-405 SB Ramps				Santa Monica Bl			
Approach: North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 1 0 1 1	0 0 3 1 0	1 0 3 0 0			

Volume Module:

Base Vol:	0 0 0	649 232 428	0 1187 650	391 1572 0
Growth Adj:	1.07 1.07 1.07	1.07 1.07 1.07	1.07 1.07 1.07	1.07 1.07 1.07
Initial Bse:	0 0 0	694 248 458	0 1270 696	418 1682 0
Added Vol:	0 0 0	255 0 102	0 200 129	45 345 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	949 248 560	0 1470 824	463 2027 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	949 248 560	0 1470 824	463 2027 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	949 248 560	0 1470 824	463 2027 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.10 1.00 1.10	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 0 0	1044 248 616	0 1470 824	463 2027 0

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.10 1.10
Lanes:	0.00 0.00 0.00	2.00 0.57 1.43	0.00 3.00 1.00	1.00 3.00 0.00
Final Sat.:	0 0 0	3135 901 2234	0 4703 1568	1568 4703 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.33 0.28 0.28	0.00 0.31 0.53	0.30 0.43 0.00
Crit Vol:	0	522	825	463
Crit Moves:		****	****	****

```

-----
                        Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #43 I-405 NB Ramps & Santa Monica Bl
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.017
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          I-405 NB Ramps          Santa Monica Bl
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2    0    1    1    1          0    0    0    0    0          1    0    3    0    0          0    0    3    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              718    498    794          0    0    0          488    1401    0          0    1219    305
Growth Adj:            1.07    1.07    1.07          1.07    1.07    1.07          1.07    1.07    1.07          1.07    1.07    1.07
Initial Bse:           768    533    850          0    0    0          522    1499    0          0    1304    326
Added Vol:             231    0    108          0    0    0          58    397    0          0    158    67
PasserByVol:           0    0    0          0    0    0          0    0    0          0    0    0
Initial Fut:           999    533    958          0    0    0          580    1896    0          0    1462    393
User Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:            999    533    958          0    0    0          580    1896    0          0    1462    393
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           999    533    958          0    0    0          580    1896    0          0    1462    393
PCE Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:               1.10    1.00    1.10          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Final Vol.:            1099    533    1053          0    0    0          580    1896    0          0    1462    393
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:            1.10    1.10    1.10          1.10    1.10    1.10          1.10    1.10    1.10          1.10    1.10    1.10
Lanes:                 2.00    1.01    1.99          0.00    0.00    0.00          1.00    3.00    0.00          0.00    3.15    0.85
Final Sat.:            3135    1580    3123          0    0    0          1568    4703    0          0    4941    1329
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.35    0.34    0.34          0.00    0.00    0.00          0.37    0.40    0.00          0.00    0.30    0.30
Crit Vol:              550          0          580          464
Crit Moves:           ****          ****          ****
*****

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #44 Sepulveda Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	3	0	1	1

Volume Module:	Sepulveda Bl			Sepulveda Bl			Santa Monica Bl			Santa Monica Bl		
Base Vol:	201	1096	73	119	694	126	130	1517	358	101	1097	44
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	215	1173	78	127	743	135	139	1623	383	108	1174	47
Added Vol:	2	116	2	8	85	32	112	393	0	8	191	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1289	80	135	828	167	251	2016	383	116	1365	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1289	80	135	828	167	251	2016	383	116	1365	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1289	80	135	828	167	251	2016	383	116	1365	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	1289	80	135	828	167	251	2016	383	116	1365	64

Saturation Flow Module:	Sepulveda Bl			Sepulveda Bl			Santa Monica Bl			Santa Monica Bl		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	1513	4537	1513

Capacity Analysis Module:	Sepulveda Bl			Sepulveda Bl			Santa Monica Bl			Santa Monica Bl		
Vol/Sat:	0.14	0.43	0.05	0.09	0.27	0.11	0.17	0.44	0.25	0.08	0.30	0.04
Crit Vol:	644			135			672			116		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #45 Veteran Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	Veteran Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	3

Volume Module:

Base Vol:	62	357	14	5	196	32	83	1167	0	18	1133	28
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	66	382	15	5	210	34	89	1249	0	19	1212	30
Added Vol:	6	58	2	3	40	5	9	368	6	3	185	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	440	17	8	250	39	98	1617	6	22	1397	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	440	17	8	250	39	98	1617	6	22	1397	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	440	17	8	250	39	98	1617	6	22	1397	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	440	17	8	250	39	98	1617	6	22	1397	34

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.96	0.04	1.00	0.86	0.14	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	1456	56	1513	1307	205	1513	4537	1513	1513	4537	1513

Capacity Analysis Module:

Vol/Sat:	0.05	0.30	0.30	0.01	0.19	0.19	0.06	0.36	0.00	0.01	0.31	0.02
Crit Vol:	457			8			98			466		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #46 Westwood Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.048
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	2	0	1	2	0	1

Volume Module:

Base Vol:	65	963	42	97	570	74	188	1459	64	141	1522	159
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	70	1030	45	104	610	79	201	1561	68	151	1629	170
Added Vol:	7	391	5	25	314	20	22	340	11	8	159	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1421	50	129	924	99	223	1901	79	159	1788	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1421	50	129	924	99	223	1901	79	159	1788	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1421	50	129	924	99	223	1901	79	159	1788	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	77	1421	50	129	924	99	245	1901	79	175	1788	206

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1513	2922	103	1513	3025	1513	3025	4537	1513	3025	4537	1513

Capacity Analysis Module:

Vol/Sat:	0.05	0.49	0.49	0.09	0.31	0.07	0.08	0.42	0.05	0.06	0.39	0.14
Crit Vol:	736			129			634			87		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #47 Overland Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Overland Av						Santa Monica Bl									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0

Volume Module:

Base Vol:	204	0	168	0	0	0	0	1341	66	5	1360	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	218	0	180	0	0	0	0	1435	71	5	1455	0
Added Vol:	2	0	2	0	0	0	0	365	6	4	202	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	182	0	0	0	0	1800	77	9	1657	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	0	182	0	0	0	0	1800	77	9	1657	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	182	0	0	0	0	1800	77	9	1657	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	242	0	182	0	0	0	0	1800	77	9	1657	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.14	0.00	0.86	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1791	0	1344	0	0	0	0	4703	1568	1568	4703	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.38	0.05	0.01	0.35	0.00
Crit Vol:	212				0			600		9		
Crit Moves:	****							****		****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #48 Beverly Glen Bl & Santa Monica North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 77 Level Of Service: C

Street Name:	Beverly Glen Bl						Santa Monica North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	2	0	2	1	0	2

Volume Module:

Base Vol:	1	544	37	251	686	68	43	1224	28	28	988	72
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	1	582	40	269	734	73	46	1310	30	30	1057	77
Added Vol:	9	38	0	44	39	2	0	358	1	0	237	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	620	40	313	773	75	46	1668	31	30	1294	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	40	313	773	75	46	1668	31	30	1294	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	40	313	773	75	46	1668	31	30	1294	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	11	620	40	344	773	75	51	1668	31	33	1294	96

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.95	0.05	2.00	3.00	2.00
Final Sat.:	3025	3025	1513	3025	3025	1513	3025	4455	83	3025	4537	3025

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.03	0.11	0.26	0.05	0.02	0.37	0.37	0.01	0.29	0.03
Crit Vol:	310			172			566			16		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #49 Beverly Glen & Santa Monica South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.888
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

Street Name:	Beverly Glen Bl						Santa Monica South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	32	857	43	6	782	34	36	760	11	21	311	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	34	917	46	6	837	36	39	813	12	22	333	41
Added Vol:	0	47	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	964	46	6	878	36	39	813	12	22	333	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	964	46	6	878	36	39	813	12	22	333	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	964	46	6	878	36	39	813	12	22	333	41
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	964	46	26	878	36	39	813	12	22	333	41

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.07	1.85	0.08	0.01	1.91	0.08	0.04	0.95	0.01	0.06	0.84	0.10
Final Sat.:	120	3048	132	24	3149	128	74	1554	22	94	1387	169

Capacity Analysis Module:

Vol/Sat:	0.29	0.32	0.35	0.27	0.28	0.28	0.52	0.52	0.52	0.24	0.24	0.24
Crit Vol:	573			6			863			22		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #50 Bundy Dr & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.369
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	1	1	0	3	0	2	1

Volume Module:

Base Vol:	226	1968	68	317	807	95	114	975	194	141	1132	209
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	242	2106	73	339	863	102	122	1043	208	151	1211	224
Added Vol:	45	5	33	0	1	45	29	184	29	19	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	2111	106	339	864	147	151	1227	237	170	1352	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	2111	106	339	864	147	151	1227	237	170	1352	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	2111	106	339	864	147	151	1227	237	170	1352	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	287	2111	106	339	864	147	151	1227	237	187	1352	224

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.57	0.43
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	3025	3894	644

Capacity Analysis Module:

Vol/Sat:	0.19	0.70	0.07	0.22	0.29	0.10	0.10	0.27	0.16	0.06	0.35	0.35
Crit Vol:	1055			339			151			525		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #51 Barrington Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.047
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: Barrington Av Olympic Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 4 0 1

Volume Module:

Base Vol:	280	937	251	277	564	69	56	1266	84	105	1788	150
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	300	1003	269	296	603	74	60	1355	90	112	1913	161
Added Vol:	7	4	40	0	2	0	0	153	7	40	116	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	1007	309	296	605	74	60	1508	97	152	2029	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1007	309	296	605	74	60	1508	97	152	2029	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1007	309	296	605	74	60	1508	97	152	2029	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	307	1007	309	296	605	74	60	1508	97	152	2029	164

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.82	0.18	1.00	4.00	1.00
Final Sat.:	1568	2399	736	1568	3135	1568	1568	4419	284	1568	6270	1568

Capacity Analysis Module:

Vol/Sat:	0.20	0.42	0.42	0.19	0.19	0.05	0.04	0.34	0.34	0.10	0.32	0.10
Crit Vol:	658			296				535		152		
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #52 Sawtelle Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.271
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	2	1	0	3

Volume Module:

Base Vol:	216	472	563	138	407	50	18	1591	116	184	1805	103
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	231	505	602	148	435	53	19	1702	124	197	1931	110
Added Vol:	0	170	0	1	93	2	9	97	0	0	68	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	675	602	149	528	56	28	1799	124	197	1999	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	675	602	149	528	56	28	1799	124	197	1999	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	675	602	149	528	56	28	1799	124	197	1999	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	675	602	149	528	56	28	1799	124	197	1999	113

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.81	0.19	1.00	2.81	0.19	1.00	3.79	0.21
Final Sat.:	1568	1568	1568	1568	2837	298	1568	4399	303	1568	5934	336

Capacity Analysis Module:

Vol/Sat:	0.15	0.43	0.38	0.09	0.19	0.19	0.02	0.41	0.41	0.13	0.34	0.34
Crit Vol:	675			149			641					
Crit Moves:	****			****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Sepulveda Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.016
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	1	0	3

Volume Module:

Base Vol:	163	1114	230	81	476	162	72	1919	72	110	2336	166
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	174	1192	246	87	509	173	77	2053	77	118	2500	178
Added Vol:	0	104	0	1	83	9	9	88	0	0	63	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	1296	246	88	592	182	86	2141	77	118	2563	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1296	246	88	592	182	86	2141	77	118	2563	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1296	246	88	592	182	86	2141	77	118	2563	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	1296	246	88	592	182	86	2141	77	118	2563	184

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.90	0.10	1.00	3.73	0.27
Final Sat.:	1568	3135	1568	1568	2397	738	1568	4539	163	1568	5851	419

Capacity Analysis Module:

Vol/Sat:	0.11	0.41	0.16	0.06	0.25	0.25	0.05	0.47	0.47	0.08	0.44	0.44
Crit Vol:	648			88			739			118		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #54 Veteran Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Veteran Av						Olympic Bl						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	38	180	53	102	44	25	32	1636	11	20	2172	33
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	41	193	57	109	47	27	34	1751	12	21	2324	35
Added Vol:	0	23	0	31	18	0	0	89	0	0	69	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	216	57	140	65	27	34	1840	12	21	2393	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	216	57	140	65	27	34	1840	12	21	2393	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	216	57	140	65	27	34	1840	12	21	2393	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	216	57	140	65	27	34	1840	12	21	2393	80

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.79	0.21	1.00	0.71	0.29	1.00	2.98	0.02	1.00	3.87	0.13
Final Sat.:	1650	1306	344	1650	1169	481	1650	4919	31	1650	6386	214

Capacity Analysis Module:

Vol/Sat:	0.02	0.17	0.17	0.08	0.06	0.06	0.02	0.37	0.37	0.01	0.37	0.37
Crit Vol:	272			140			34			618		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #55 Westwood Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.325
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	3

Volume Module:

Base Vol:	137	1068	160	104	552	116	128	2617	172	58	2401	153
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	147	1143	171	111	591	124	137	2800	184	62	2569	164
Added Vol:	29	388	5	8	322	3	5	91	25	8	82	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1531	176	119	913	127	142	2891	209	70	2651	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1531	176	119	913	127	142	2891	209	70	2651	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1531	176	119	913	127	142	2891	209	70	2651	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	1531	176	119	913	127	142	2891	209	70	2651	174

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.79	0.21	1.00	1.76	0.24	1.00	2.80	0.20	1.00	3.75	0.25
Final Sat.:	1568	2811	324	1568	2752	383	1568	4385	317	1568	5884	386

Capacity Analysis Module:

Vol/Sat:	0.11	0.54	0.54	0.08	0.33	0.33	0.09	0.66	0.66	0.04	0.45	0.45
Crit Vol:	853			119			1033			70		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #56 Overland Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.127

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:		Overland Av						Olympic Bl					
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L	T	R	L	T	R	L	T	R	L	T	R
Control:		Permitted			Permitted			Permitted			Protected		
Rights:		Include			Include			Include			Include		
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		1	0	0	1	0	0	1	0	2	1	0	3

Volume Module:

Base Vol:	98	253	156	37	265	22	29	2719	51	216	2313	11
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	105	271	167	40	284	24	31	2909	55	231	2475	12
Added Vol:	0	2	1	0	9	0	1	102	0	33	100	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	273	168	40	293	24	32	3011	55	264	2575	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	273	168	40	293	24	32	3011	55	264	2575	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	273	168	40	293	24	32	3011	55	264	2575	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	273	168	40	293	24	32	3011	55	264	2575	12

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.62	0.38	1.00	0.93	0.07	1.00	2.95	0.05	1.00	3.98	0.02
Final Sat.:	1568	970	597	1568	1451	117	1568	4619	84	1568	6241	29

Capacity Analysis Module:

Vol/Sat:	0.07	0.28	0.28	0.03	0.20	0.20	0.02	0.65	0.65	0.17	0.41	0.41
Crit Vol:	441			40			1022			264		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #57 Century Park West & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.926
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Century Park West						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	3

Volume Module:

Base Vol:	0	0	0	38	0	150	620	2921	0	0	2338	68
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	41	0	161	663	3125	0	0	2502	73
Added Vol:	0	0	0	14	0	41	192	80	0	0	109	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	202	855	3205	0	0	2611	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	202	855	3205	0	0	2611	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	202	855	3205	0	0	2611	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	60	0	222	941	3205	0	0	2611	137

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3135	0	3135	3135	4703	0	0	4703	1568

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.30	0.68	0.00	0.00	0.56	0.09
Crit Vol:	0					111	470			870		
Crit Moves:						****	****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #58 Centinela Av & I-10 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Centinela Av						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:	Centinela Av			Centinela Av			I-10 WB Ramps			I-10 WB Ramps		
Base Vol:	443	497	0	0	409	95	529	0	402	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	474	532	0	0	438	102	566	0	430	0	0	0
Added Vol:	5	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	532	0	0	438	102	566	0	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	532	0	0	438	102	566	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	532	0	0	438	102	566	0	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	479	532	0	0	438	102	566	0	430	0	0	0

Saturation Flow Module:	Centinela Av			Centinela Av			I-10 WB Ramps			I-10 WB Ramps		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1568	1568	0	0	1568	1568	1568	0	1568	0	0	0

Capacity Analysis Module:	Centinela Av			Centinela Av			I-10 WB Ramps			I-10 WB Ramps		
Vol/Sat:	0.31	0.34	0.00	0.00	0.28	0.06	0.36	0.00	0.27	0.00	0.00	0.00
Crit Vol:	479			438			566			0		
Crit Moves:	****			****			****					

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #59 Centinela Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name:	Centinela Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	74	464	87	63	534	226	141	1334	338	68	720	364
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	79	496	93	67	571	242	151	1427	362	73	770	389
Added Vol:	0	0	0	0	0	0	0	62	0	0	55	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	496	93	67	571	242	151	1489	362	73	825	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	496	93	67	571	242	151	1489	362	73	825	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	93	67	571	242	151	1489	362	73	825	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	496	93	67	571	242	151	1489	362	73	825	394

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.41	0.59	1.00	1.61	0.39	1.00	1.35	0.65
Final Sat.:	1650	1650	1650	1650	2319	981	1650	2655	645	1650	2233	1067

Capacity Analysis Module:

Vol/Sat:	0.05	0.30	0.06	0.04	0.25	0.25	0.09	0.56	0.56	0.04	0.37	0.37
Crit Vol:	496			67			926			73		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #60 Bundy Dr & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.916

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 171 Level Of Service: E

Street Name:

Bundy Dr

Pico Bl

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 154 1639 220 65 1115 98 124 1137 42 73 864 65

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Bse: 165 1754 235 70 1193 105 133 1217 45 78 924 70

Added Vol: 0 54 47 12 30 8 11 51 0 23 52 18

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 165 1808 282 82 1223 113 144 1268 45 101 976 88

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 165 1808 282 82 1223 113 144 1268 45 101 976 88

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 165 1808 282 82 1223 113 144 1268 45 101 976 88

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 165 1808 282 82 1223 113 144 1268 45 101 976 88

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Lanes: 1.00 2.59 0.41 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1650 4281 669 1650 3300 1650 1650 3300 1650 1650 3300 1650

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.10 0.42 0.42 0.05 0.37 0.07 0.09 0.38 0.03 0.06 0.30 0.05

Crit Vol: 165 612 634 101

Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #61 Barrington Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 165 Level Of Service: E

Street Name: Barrington Av						Pico Bl																	
Approach: North Bound						South Bound						East Bound						West Bound					
Movement: L - T - R						L - T - R						L - T - R						L - T - R					
Control: Permitted						Permitted						Permitted						Permitted					
Rights: Include						Include						Include						Include					
Min. Green: 0 0 0						0 0 0						0 0 0						0 0 0					
Lanes: 1 0 1 1 0						1 0 1 1 0						1 0 1 1 0						1 0 1 1 0					

Volume Module:

Base Vol:	158	1202	39	106	556	73	164	1168	57	14	762	37
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	169	1286	42	113	595	78	175	1250	61	15	815	40
Added Vol:	0	18	7	0	16	33	33	78	0	7	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1304	49	113	611	111	208	1328	61	22	874	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1304	49	113	611	111	208	1328	61	22	874	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1304	49	113	611	111	208	1328	61	22	874	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	1304	49	113	611	111	208	1328	61	22	874	40

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.93	0.07	1.00	1.69	0.31	1.00	1.91	0.09	1.00	1.91	0.09
Final Sat.:	1650	3181	119	1650	2792	508	1650	3155	145	1650	3157	143

Capacity Analysis Module:

Vol/Sat:	0.10	0.41	0.41	0.07	0.22	0.22	0.13	0.42	0.42	0.01	0.28	0.28
Crit Vol:	676			113			694			22		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #62 Sawtelle Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.902
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Sawtelle Bl Pico Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permitted Protected Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 194 806 399 56 210 54 70 1316 65 74 999 66
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 208 862 427 60 225 58 75 1408 70 79 1069 71
Added Vol: 0 167 5 21 73 0 0 85 0 2 66 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 208 1029 432 81 298 58 75 1493 70 81 1135 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 208 1029 432 81 298 58 75 1493 70 81 1135 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 208 1029 432 81 298 58 75 1493 70 81 1135 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 208 1029 432 81 298 58 75 1493 70 81 1135 74
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Lanes: 1.00 1.41 0.59 1.00 2.00 1.00 1.00 2.87 0.13 1.00 2.82 0.18
Final Sat.: 1568 2208 927 1568 3135 1568 1568 4493 209 1568 4416 286
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.13 0.47 0.47 0.05 0.09 0.04 0.05 0.33 0.33 0.05 0.26 0.26
Crit Vol: 731 81 521 81
Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #63 Sepulveda Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.927
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: Sepulveda Bl Pico Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Permitted Permitted Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 3 0 1 1 0 2 1 0

Volume Module:
 Base Vol: 227 1341 205 82 653 144 110 1151 113 127 1396 114
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 243 1435 219 88 699 154 118 1232 121 136 1494 122
 Added Vol: 36 83 13 3 60 21 17 54 5 13 91 5
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 279 1518 232 91 759 175 135 1286 126 149 1585 127
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 279 1518 232 91 759 175 135 1286 126 149 1585 127
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 279 1518 232 91 759 175 135 1286 126 149 1585 127
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 279 1518 232 91 759 175 135 1286 126 149 1585 127

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 1.73 0.27 1.00 2.00 1.00 1.00 3.00 1.00 1.00 2.78 0.22
 Final Sat.: 1568 2719 416 1568 3135 1568 1568 4703 1568 1568 4354 349

Capacity Analysis Module:
 Vol/Sat: 0.18 0.56 0.56 0.06 0.24 0.11 0.09 0.27 0.08 0.09 0.36 0.36
 Crit Vol: 875 375 429 149
 Crit Moves: **** 91 **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #64 Westwood Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.995
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Westwood Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	3	0	3	0

Volume Module:

Base Vol:	185	1097	132	150	363	109	98	1455	56	26	935	111
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	198	1174	141	161	388	117	105	1557	60	28	1000	119
Added Vol:	0	371	0	13	335	0	0	38	0	0	82	70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1545	141	174	723	117	105	1595	60	28	1082	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1545	141	174	723	117	105	1595	60	28	1082	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1545	141	174	723	117	105	1595	60	28	1082	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	1545	141	174	723	117	105	1595	60	28	1082	189

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	2605	420	1513	4537	1513	1513	4537	1513

Capacity Analysis Module:

Vol/Sat:	0.13	0.51	0.09	0.11	0.28	0.28	0.07	0.35	0.04	0.02	0.24	0.12
Crit Vol:	772			174			532			28		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #65 Overland Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.989
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: Overland Av Pico Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Permitted Permitted Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 0 2 1 0 1 1 0 1 0 2 0 2 1 0

Volume Module:

Base Vol:	133	641	691	27	586	35	88	1318	134	525	1407	25
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	142	686	739	29	627	37	94	1410	143	562	1505	27
Added Vol:	85	3	159	0	42	0	0	38	13	31	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	689	898	29	669	37	94	1448	156	593	1572	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	689	898	29	669	37	94	1448	156	593	1572	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	689	898	29	669	37	94	1448	156	593	1572	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	250	689	988	29	669	37	94	1448	156	652	1572	27

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	1.00	1.89	0.11	1.00	2.71	0.29	2.00	2.95	0.05
Final Sat.:	3135	1568	3135	1568	2969	166	1568	4244	458	3135	4624	79

Capacity Analysis Module:

Vol/Sat:	0.08	0.44	0.32	0.02	0.23	0.23	0.06	0.34	0.34	0.21	0.34	0.34
Crit Vol:	689			353			535			326		
Crit Moves:	****						****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #66 Bundy Dr & Ocean Park Bl/Gateway Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.822
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D

0.831

Street Name: Bundy Dr Ocean Park Bl/Gateway Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:

Base Vol:	390	1482	159	15	699	385	62	447	318	43	545	27
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	417	1586	170	16	748	412	66	478	340	46	583	29
Added Vol:	0	39	4	0	28	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1625	174	16	776	412	66	478	340	48	583	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	1625	174	16	776	412	66	478	340	48	583	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1625	174	16	776	412	66	478	340	48	583	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	417	1625	174	16	776	412	66	478	340	48	583	29

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1568	2832	303	1568	3135	1568	1568	3135	1568	1568	2987	148

Capacity Analysis Module:

Vol/Sat:	0.27	0.57	0.57	0.01	0.25	0.26	0.04	0.15	0.22	0.03	0.20	0.20
Crit Vol:		899			386				340	48		
Crit Moves:	****				16				****	****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #67 Sawtelle Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D

Street Name:	Sawtelle Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	73	739	75	291	464	56	123	743	38	80	928	340
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	78	791	80	311	496	60	132	795	41	86	993	364
Added Vol:	0	84	7	23	51	0	0	0	0	7	0	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	875	87	334	547	60	132	795	41	93	993	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	875	87	334	547	60	132	795	41	93	993	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	875	87	334	547	60	132	795	41	93	993	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	875	87	334	547	60	132	795	41	93	993	452

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.82	0.18	1.00	1.80	0.20	1.00	1.90	0.10	1.00	1.37	0.63
Final Sat.:	1568	2851	284	1568	2826	309	1568	2982	153	1568	2155	980

Capacity Analysis Module:

Vol/Sat:	0.05	0.31	0.31	0.21	0.19	0.19	0.08	0.27	0.27	0.06	0.46	0.46
Crit Vol:	481			304			132			722		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #68 I-405 SB On Ramp & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Street Name:	I-405 SB On-ramp						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	1	0	2

Volume Module:	I-405 SB On-ramp			I-405 SB On-ramp			National Bl			National Bl		
Base Vol:	0	0	0	0	0	0	0	978	369	242	1084	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	0	0	0	0	1046	395	259	1160	0
Added Vol:	0	0	0	0	0	0	0	15	15	30	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1061	410	289	1255	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1061	410	289	1255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1061	410	289	1255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1061	410	289	1255	0

Saturation Flow Module:	I-405 SB On-ramp			I-405 SB On-ramp			National Bl			National Bl		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.44	0.56	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2381	919	1650	3300	0

Capacity Analysis Module:	I-405 SB On-ramp			I-405 SB On-ramp			National Bl			National Bl		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.18	0.38	0.00
Crit Vol:	0			0			736			289		
Crit Moves:							****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #69 I-405 NB Off Ramp & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: B

Street Name:	I-405 NB Off Ramp				National Bl				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	2	0

Volume Module:	I-405 NB Off Ramp				National Bl							
Base Vol:	250	0	448	0	0	0	0	973	0	0	977	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	267	0	479	0	0	0	0	1041	0	0	1045	0
Added Vol:	36	0	67	0	0	0	0	15	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	0	546	0	0	0	0	1056	0	0	1134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	0	546	0	0	0	0	1056	0	0	1134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	0	546	0	0	0	0	1056	0	0	1134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	304	0	546	0	0	0	0	1056	0	0	1134	0

Saturation Flow Module:	I-405 NB Off Ramp				National Bl						
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	0	0	3300

Capacity Analysis Module:	I-405 NB Off Ramp				National Bl						
Vol/Sat:	0.18	0.00	0.33	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.34
Crit Vol:	546			0	0			567			
Crit Moves:	****				****			****			

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #70 Sepulveda Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: Sepulveda Bl National Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Permitted Protected Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol:	201	1684	234	83	448	134	219	1226	88	62	681	123
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	215	1802	250	89	479	143	234	1312	94	66	729	132
Added Vol:	0	65	0	0	47	30	67	15	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1867	250	89	526	173	301	1327	94	66	787	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1867	250	89	526	173	301	1327	94	66	787	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1867	250	89	526	173	301	1327	94	66	787	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	215	1867	250	89	526	173	301	1327	94	66	787	132

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	1.87	0.13	1.00	1.71	0.29
Final Sat.:	1568	3135	1568	1568	2358	777	1568	2927	208	1568	2686	449

Capacity Analysis Module:

Vol/Sat:	0.14	0.60	0.16	0.06	0.22	0.22	0.19	0.45	0.45	0.04	0.29	0.29
Crit Vol:	933			380			301			459		
Crit Moves:	****			89			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #71 Westwood Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Westwood Bl National Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol: 191 574 24 149 269 150 317 878 170 9 323 85
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 204 614 26 159 288 161 339 939 182 10 346 91
Added Vol: 0 38 0 35 300 0 0 8 7 0 58 333
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 204 652 26 194 588 161 339 947 189 10 404 424
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 204 652 26 194 588 161 339 947 189 10 404 424
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 204 652 26 194 588 161 339 947 189 10 404 424
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 204 652 26 194 588 161 339 947 189 10 404 424
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Lanes: 1.00 1.92 0.08 1.00 1.00 1.00 1.00 1.67 0.33 1.00 1.00 1.00
Final Sat.: 1650 3175 125 1650 1650 1650 1650 2751 549 1650 1650 1650
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.12 0.21 0.21 0.12 0.36 0.10 0.21 0.34 0.34 0.01 0.24 0.26
Crit Vol: 204 588 339 424
Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Overland Av & I-10 WB Ramps/National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.287

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Av						I-10 WB Ramps/National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	2	0	1	1	0	1

Volume Module:

Base Vol:	32	1053	987	405	865	152	371	187	435	94	222	253
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	34	1127	1056	433	926	163	397	200	465	101	238	271
Added Vol:	0	8	0	0	50	0	0	8	35	0	391	243
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1135	1056	433	976	163	397	208	500	101	629	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1135	1056	433	976	163	397	208	500	101	629	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1135	1056	433	976	163	397	208	500	101	629	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	1135	1162	477	976	163	437	208	500	101	629	514

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.48	1.52	2.00	1.71	0.29	1.35	0.65	1.00	0.28	1.72	1.00
Final Sat.:	1568	2324	2379	3135	2687	448	2123	1012	1568	432	2703	1568

Capacity Analysis Module:

Vol/Sat:	0.02	0.49	0.49	0.15	0.36	0.36	0.21	0.21	0.32	0.23	0.23	0.33
Crit Vol:		765		238					500			514
Crit Moves:	****			****					****			****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #1 Roscomare Rd & Mulholland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.858
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 131 Level Of Service: D

0.658

 Street Name: Roscomare Rd Mulholland Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module:

Base Vol:	272	0	153	0	0	0	0	337	90	43	431	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	291	0	164	0	0	0	0	361	96	46	461	0
Added Vol:	0	0	12	0	0	0	0	32	0	7	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	0	176	0	0	0	0	393	96	53	486	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	0	176	0	0	0	0	393	96	53	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	0	176	0	0	0	0	393	96	53	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	291	0	176	0	0	0	0	393	96	53	486	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.62	0.00	0.38	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	977	0	590	0	0	0	0	1568	1568	1568	1568	0

Capacity Analysis Module:

Vol/Sat:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.25	0.06	0.03	0.31	0.00
Crit Vol:			467		0			393			486	
Crit Moves:			****					****			****	

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #2 Sepulveda Bl & Getty Ctr Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 1.119
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Sepulveda Bl					Getty Ctr Dr														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L - T - R					L - T - R					L - T - R					L - T - R				
Control:					Control:					Control:					Control:				
Protected					Protected					Permitted					Permitted				
Rights:					Rights:					Rights:					Rights:				
Include					Include					Include					Include				
Min. Green:					Min. Green:					Min. Green:					Min. Green:				
0 0 0 0					0 0 0 0					0 0 0 0					0 0 0 0				
Lanes:					Lanes:					Lanes:					Lanes:				
1 0 1 1 0					1 0 2 0 1					0 1 0 0 1					0 0 1! 0 0				

Volume Module:

Base Vol:	29	2458	2	0	439	23	167	4	258	9	1	10
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	31	2630	2	0	470	25	179	4	276	10	1	11
Added Vol:	0	303	0	0	253	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	2933	2	0	723	25	179	4	276	10	1	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	2933	2	0	723	25	179	4	276	10	1	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	2933	2	0	723	25	179	4	276	10	1	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	2933	2	0	723	25	179	4	276	10	1	11

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	0.98	0.02	1.00	0.45	0.05	0.50
Final Sat.:	1568	3133	2	1568	3135	1568	1531	37	1568	705	78	784

Capacity Analysis Module:

Vol/Sat:	0.02	0.94	0.94	0.00	0.23	0.02	0.12	0.12	0.18	0.01	0.01	0.01
Crit Vol:	1468			0					276	10		
Crit Moves:	****			****					****	****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Sepulveda Bl & Moraga Dr/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.987

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Bl						Moraga Dr/I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	444	2336	65	48	658	4	30	22	5	41	209	113
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	475	2500	70	51	704	4	32	24	5	44	224	121
Added Vol:	335	303	0	0	253	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	810	2803	70	51	957	4	32	24	5	44	224	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	810	2803	70	51	957	4	32	24	5	44	224	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	810	2803	70	51	957	4	32	24	5	44	224	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	810	2803	70	51	957	4	32	24	5	44	224	121

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.93	0.07	1.00	1.99	0.01	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1568	4589	114	1568	3121	14	1568	1277	290	1568	1568	1568

Capacity Analysis Module:

Vol/Sat:	0.52	0.61	0.61	0.03	0.31	0.31	0.02	0.02	0.02	0.03	0.14	0.08
Crit Vol:	810			481			32			224		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #4 Sepulveda Bl & Church Ln/Ovada Pl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.240
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Church Ln/Ovada Pl						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	1	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	15	2022	230	7	1059	509	492	89	20	90	112	9
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	16	2164	246	7	1133	545	526	95	21	96	120	10
Added Vol:	0	583	0	0	226	27	49	0	4	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2747	246	7	1359	572	575	95	25	96	120	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2747	246	7	1359	572	575	95	25	96	120	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2747	246	7	1359	572	575	95	25	96	120	16
PCE Adj:	6.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	2747	246	45	1359	572	633	95	25	96	120	16

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.07	1.93	1.00	0.01	1.41	0.58	1.68	0.25	0.07	1.00	0.88	0.12
Final Sat.:	113	3022	1568	12	2216	907	2633	396	106	1568	1387	181

Capacity Analysis Module:

Vol/Sat:	0.14	0.91	0.16	0.61	0.61	0.63	0.24	0.24	0.24	0.06	0.09	0.09
Crit Vol:	1424			7			377					135
Crit Moves:	****			****			****					****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Barrington Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 176 Level Of Service: D

Street Name:	Barrington Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	2	0	1	0

Volume Module:

Base Vol:	102	36	315	193	78	9	0	979	99	291	1581	75
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	109	39	337	207	83	10	0	1048	106	311	1692	80
Added Vol:	7	0	0	0	0	0	0	34	4	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	39	337	207	83	10	0	1082	110	311	1732	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	39	337	207	83	10	0	1082	110	311	1732	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	39	337	207	83	10	0	1082	110	311	1732	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	39	371	207	83	10	0	1082	110	311	1732	80

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.19	1.81	1.00	0.90	0.10	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1513	285	2740	1513	1356	156	1513	3025	1513	1513	2891	134

Capacity Analysis Module:

Vol/Sat:	0.08	0.14	0.14	0.14	0.06	0.06	0.00	0.36	0.07	0.21	0.60	0.60
Crit Vol:	205			207			0			906		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Barrington Pl & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.978
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Pl				Sunset Bl				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	2	0	0	0	0

Volume Module:	Barrington Pl				Sunset Bl							
Base Vol:	33	0	539	0	0	0	0	1372	31	385	2147	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	35	0	577	0	0	0	0	1468	33	412	2297	0
Added Vol:	0	0	45	0	0	0	0	34	0	12	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	622	0	0	0	0	1502	33	424	2337	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	622	0	0	0	0	1502	33	424	2337	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	622	0	0	0	0	1502	33	424	2337	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	0	684	0	0	0	0	1502	33	424	2337	0

Saturation Flow Module:	Barrington Pl				Sunset Bl							
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	1568	0	3135	0	0	0	0	3067	68	1568	3135	0

Capacity Analysis Module:	Barrington Pl				Sunset Bl							
Vol/Sat:	0.02	0.00	0.22	0.00	0.00	0.00	0.00	0.49	0.49	0.27	0.75	0.00
Crit Vol:	342			0	768			424				
Crit Moves:	****				****			****				

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.916

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name:	Church Ln						I-405 SB Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Control:	Permitted			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	1	0	2	0	0	0	0	1	0	1
-----	-----			-----			-----			-----					

Volume Module:												
Base Vol:	0	553	291	76	277	0	0	3	13	1402	1	63
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	592	311	81	296	0	0	3	14	1500	1	67
Added Vol:	0	49	1	0	27	0	0	0	0	282	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	641	312	81	323	0	0	3	14	1782	1	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	641	312	81	323	0	0	3	14	1782	1	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	641	312	81	323	0	0	3	14	1782	1	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	641	344	81	323	0	0	3	14	1960	1	71

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.19	0.81	1.92	0.01	0.07
Final Sat.:	0	3135	3135	1568	3135	0	0	294	1274	3023	2	110

Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.11	0.05	0.10	0.00	0.00	0.01	0.01	0.65	0.65	0.65
Crit Vol:	320			81			17			1016		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #8 Church Ln & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.937
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:		Church Ln						Sunset Bl													
Approach:		North Bound			South Bound			East Bound			West Bound										
Movement:		L	T	R	L	T	R	L	T	R	L	T	R								
Control:		Protected			Protected			Protected			Protected										
Rights:		Include			Include			Include			Include										
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:		2	0	1	1	0	1	1	0	0	2	2	0	3	1	0	1	0	2	0	1

Volume Module:

Base Vol:	124	24	67	407	100	960	351	1881	42	33	970	465
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	133	26	72	435	107	1027	376	2013	45	35	1038	498
Added Vol:	0	0	0	284	0	25	49	29	0	0	27	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	26	72	719	107	1052	425	2042	45	35	1065	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	26	72	719	107	1052	425	2042	45	35	1065	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	26	72	719	107	1052	425	2042	45	35	1065	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	26	72	791	107	1157	467	2042	45	35	1065	499

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	1.00	1.76	0.24	2.00	2.00	3.91	0.09	1.00	2.00	1.00
Final Sat.:	3025	1513	1513	2665	360	3025	3025	5920	130	1513	3025	1513

Capacity Analysis Module:

Vol/Sat:	0.05	0.02	0.05	0.30	0.30	0.38	0.15	0.34	0.34	0.02	0.35	0.33
Crit Vol:	73					579	234			532		
Crit Moves:	****					****	****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 I-405 NB Ramps & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 39 Level Of Service: B

0.637

Street Name: I-405 NB Ramps Sunset Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 2 0 1 0 0 2 1 0

Volume Module:
Base Vol: 148 0 155 0 0 0 0 1071 825 0 928 0
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 158 0 166 0 0 0 0 1146 883 0 993 0
Added Vol: 0 0 2 0 0 0 0 313 0 0 29 304
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 158 0 168 0 0 0 0 1459 883 0 1022 304
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 158 0 168 0 0 0 0 1459 883 0 1022 304
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 0 168 0 0 0 0 1459 883 0 1022 304
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 158 0 168 0 0 0 0 1459 883 0 1022 304

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.31 0.69
Final Sat.: 1650 0 1650 0 0 0 0 3300 1650 0 3815 1135

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.00 0.44 0.54 0.00 0.27 0.27
Crit Vol: 158 0 883 0
Crit Moves: ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Veteran Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.300
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	1	0	0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:	Veteran Av			Veteran Av			Sunset Bl			Sunset Bl		
Base Vol:	341	0	556	0	0	0	0	1360	153	346	1713	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	365	0	595	0	0	0	0	1455	164	370	1833	0
Added Vol:	332	0	2	0	0	0	0	22	301	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	697	0	597	0	0	0	0	1477	465	370	1845	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	697	0	597	0	0	0	0	1477	465	370	1845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	697	0	597	0	0	0	0	1477	465	370	1845	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	697	0	597	0	0	0	0	1477	465	370	1845	0

Saturation Flow Module:	Veteran Av			Veteran Av			Sunset Bl			Sunset Bl		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	1568	0	1568	0	0	0	0	2385	750	1568	3135	0

Capacity Analysis Module:	Veteran Av			Veteran Av			Sunset Bl			Sunset Bl		
Vol/Sat:	0.44	0.00	0.38	0.00	0.00	0.00	0.00	0.62	0.62	0.24	0.59	0.00
Crit Vol:	697			0				971		370		
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Bellagio & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 2.103
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bellagio						Sunset Bl						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	159	101	38	189	14	64	358	1233	95	159	1805	17
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	170	108	41	202	15	68	383	1319	102	170	1931	18
Added Vol:	0	0	0	0	0	0	0	23	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	108	41	202	15	68	383	1342	102	170	1944	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	108	41	202	15	68	383	1342	102	170	1944	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	108	41	202	15	68	383	1342	102	170	1944	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	108	41	222	15	75	383	1342	102	170	1944	18

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.53	0.34	0.13	1.99	0.01	1.00	1.00	1.86	0.14	1.00	1.98	0.02
Final Sat.:	807	513	193	3010	15	1513	1513	2812	213	1513	2997	28

Capacity Analysis Module:

Vol/Sat:	0.21	0.21	0.21	0.07	0.99	0.05	0.25	0.48	0.48	0.11	0.65	0.65
Crit Vol:	319			1498			383			981		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Hilgard Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.203

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name: Hilgard Av Sunset Bl

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Split Phase Split Phase Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1! 0 1 0 0 1! 0 0 1 0 1 1 0 1 0 1 1 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 317 70 553 59 140 31 17 1260 210 165 1304 32

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Bse: 339 75 592 63 150 33 18 1348 225 177 1395 34

Added Vol: 0 0 157 0 0 0 0 23 0 149 13 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 339 75 749 63 150 33 18 1371 225 326 1408 34

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 339 75 749 63 150 33 18 1371 225 326 1408 34

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 339 75 749 63 150 33 18 1371 225 326 1408 34

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 373 75 824 63 150 33 18 1371 225 326 1408 34

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Lanes: 1.00 0.17 1.83 0.26 0.61 0.13 1.00 1.72 0.28 1.00 1.95 0.05

Final Sat.: 1513 252 2773 388 921 204 1513 2599 426 1513 2953 72

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.25 0.30 0.30 0.16 0.16 0.16 0.01 0.53 0.53 0.22 0.48 0.48

Crit Vol: 449 246 798 326

Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Beverly Glen Bl (West) & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.626
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Glen Bl (West)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	218	169	678	89	72	32	24	1787	107	348	1284	88
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	233	181	725	95	77	34	26	1912	114	372	1374	94
Added Vol:	0	0	45	0	0	0	0	180	0	6	162	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	181	770	95	77	34	26	2092	114	378	1536	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	181	770	95	77	34	26	2092	114	378	1536	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	181	770	95	77	34	26	2092	114	378	1536	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	181	770	95	77	34	26	2092	114	378	1536	94

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	0.46	0.37	0.17	1.00	1.90	0.10	1.00	1.88	0.12
Final Sat.:	1513	1513	1513	697	564	251	1513	2868	157	1513	2850	175

Capacity Analysis Module:

Vol/Sat:	0.15	0.12	0.51	0.14	0.14	0.14	0.02	0.73	0.73	0.25	0.54	0.54
Crit Vol:	770			207			1103			378		
Crit Moves:	****			****			****			****		

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Beverly Glen (East) & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.325
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Beverly Glen (East)						Sunset Bl						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	1	1	0	2	0

Volume Module:												
Base Vol:	0	0	0	94	0	626	1103	1418	0	0	1037	110
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	101	0	670	1180	1517	0	0	1110	118
Added Vol:	0	0	0	2	0	105	148	77	0	0	63	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	103	0	775	1328	1594	0	0	1173	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	103	0	775	1328	1594	0	0	1173	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	103	0	775	1328	1594	0	0	1173	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	103	0	852	1328	1594	0	0	1173	119

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.21	0.00	1.79	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	337	0	2798	1568	3135	0	0	2847	288

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.30	0.85	0.51	0.00	0.00	0.41	0.41
Crit Vol:	0			103			1328				646	
Crit Moves:				****			****				****	

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 Sepulveda Bl & Montana Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.139
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

1.289

Sepulveda Bl						Montana Av																	
Approach: North Bound						South Bound						East Bound						West Bound					
Movement: L - T - R						L - T - R						L - T - R						L - T - R					
Control: Protected						Permitted						Permitted						Permitted					
Rights: Include						Include						Include						Include					
Min. Green: 0 0 0						0 0 0						0 0 0						0 0 0					
Lanes: 1 0 2 0 1						1 0 1 1 0						0 0 1 0 0						0 1 0 1 0					

Volume Module:

Base Vol:	159	1708	111	49	344	34	13	85	41	102	403	576
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	170	1828	119	52	368	36	14	91	44	109	431	616
Added Vol:	0	88	0	182	47	0	0	0	0	0	0	198
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1916	119	234	415	36	14	91	44	109	431	814
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1916	119	234	415	36	14	91	44	109	431	814
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1916	119	234	415	36	14	91	44	109	431	814
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	1916	119	234	415	36	14	91	44	109	431	814

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	0.09	0.62	0.29	0.16	0.84	1.00
Final Sat.:	1568	3135	1568	1568	2882	253	147	959	462	253	1315	1568

Capacity Analysis Module:

Vol/Sat:	0.11	0.61	0.08	0.15	0.14	0.14	0.09	0.09	0.09	0.43	0.33	0.52
Crit Vol:		958					14					814
Crit Moves:	****						****					****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Veteran & Gayley

 Cycle (sec): 100 Critical Vol./Cap. (X): 1.618
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	80	139	47	19	604	287	89	355	35	89	521	31
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	86	149	50	20	646	307	95	380	37	95	557	33
Added Vol:	0	5	0	301	1	0	0	182	0	0	198	329
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	154	50	321	647	307	95	562	37	95	755	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	154	50	321	647	307	95	562	37	95	755	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	154	50	321	647	307	95	562	37	95	755	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	154	50	321	647	307	95	562	37	95	755	362

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.30	0.53	0.17	0.25	0.51	0.24	0.14	0.81	0.05	0.08	0.62	0.30
Final Sat.:	488	876	287	416	837	397	226	1335	89	130	1028	493

Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.18	0.77	0.77	0.77	0.42	0.42	0.42	0.74	0.74	0.74
Crit Vol:	86			1276			95			1213		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Gayley Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.949

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name:		Gayley Av						Le Conte Av								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	T	R	L	T	R	L	T	R	L	T	R			
Control:		Permitted			Permitted			Permitted			Permitted					
Rights:		Include			Include			Include			Include					
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:		1	0	1	1	0	1	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	43	604	248	176	1164	30	40	124	16	274	212	123
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	46	646	265	188	1245	32	43	133	17	293	227	132
Added Vol:	0	47	19	351	53	0	0	0	0	21	0	363
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	693	284	539	1298	32	43	133	17	314	227	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	693	284	539	1298	32	43	133	17	314	227	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	693	284	539	1298	32	43	133	17	314	227	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	693	284	539	1298	32	43	133	17	314	227	495

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.42	0.58	1.00	1.95	0.05	1.00	0.89	0.11	1.00	1.00	1.00
Final Sat.:	1650	2340	960	1650	3220	80	1650	1461	189	1650	1650	1650

Capacity Analysis Module:

Vol/Sat:	0.03	0.30	0.30	0.33	0.40	0.40	0.03	0.09	0.09	0.19	0.14	0.30
Crit Vol:	489			539			43					495
Crit Moves:	****			****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Gayley Av & Weyburn Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.064
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Gayley Av				Weyburn Av												
North Bound				South Bound				East Bound				West Bound				
Approach:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	
Movement:																
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1	0	1	0	

Volume Module:

Base Vol:	41	723	168	151	1207	346	184	274	65	369	371	199
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	44	774	180	162	1291	370	197	293	70	395	397	213
Added Vol:	0	67	57	0	75	0	0	0	0	70	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	841	237	162	1366	370	197	293	70	465	397	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	841	237	162	1366	370	197	293	70	465	397	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	841	237	162	1366	370	197	293	70	465	397	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	841	237	162	1366	370	394	293	70	465	397	213

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.56	0.44	1.00	1.57	0.43	1.00	0.82	0.18	1.00	0.65	0.35
Final Sat.:	1650	2575	725	1650	2597	703	1650	1347	303	1650	1074	576

Capacity Analysis Module:

Vol/Sat:	0.03	0.33	0.33	0.10	0.53	0.53	0.12	0.22	0.23	0.28	0.37	0.37
Crit Vol:	44			868					378	465		
Crit Moves:	****			****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Hilgard Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	Hilgard Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	1	0	1	0	0

Volume Module:

Base Vol:	75	521	58	29	595	393	354	176	109	22	72	35
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	80	557	62	31	637	421	379	188	117	24	77	37
Added Vol:	12	76	0	0	79	57	61	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	633	62	31	716	478	440	188	135	24	77	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	633	62	31	716	478	440	188	135	24	77	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	633	62	31	716	478	440	188	135	24	77	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	633	62	31	716	478	484	188	135	24	77	37

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.44	0.56	1.00	1.00	0.67	0.33
Final Sat.:	1568	1428	140	1568	1568	1568	2257	878	1568	1568	1055	513

Capacity Analysis Module:

Vol/Sat:	0.06	0.44	0.44	0.02	0.46	0.30	0.21	0.21	0.09	0.02	0.07	0.07
Crit Vol:	92			716			336					114
Crit Moves:	****			****			****					****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 Bundy Dr & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.013
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	186	815	117	142	748	92	103	1342	144	105	1369	102
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	199	872	125	152	800	98	110	1436	154	112	1465	109
Added Vol:	0	0	1	0	0	0	0	61	0	3	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	872	126	152	800	98	110	1497	154	115	1541	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	872	126	152	800	98	110	1497	154	115	1541	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	872	126	152	800	98	110	1497	154	115	1541	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	872	126	152	800	98	110	1497	154	115	1541	109

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.75	0.25	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1513	2643	382	1513	2694	331	1513	3025	1513	1513	3025	1513

Capacity Analysis Module:

Vol/Sat:	0.13	0.33	0.33	0.10	0.30	0.30	0.07	0.49	0.10	0.08	0.51	0.07
Crit Vol:	499			152			110			770		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #22 Barrington Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.957
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Barrington Av						Wilshire Bl						
North Bound			South Bound			East Bound			West Bound			
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1

Volume Module:

Base Vol:	95	442	93	204	464	114	108	1682	79	117	1684	143
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	102	473	100	218	496	122	116	1800	85	125	1802	153
Added Vol:	2	0	2	11	0	0	0	60	2	7	77	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	473	102	229	496	122	116	1860	87	132	1879	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	473	102	229	496	122	116	1860	87	132	1879	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	473	102	229	496	122	116	1860	87	132	1879	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	473	102	229	496	122	116	1860	87	132	1879	197

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.65	0.35	1.00	1.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2717	583	1650	2649	651	1650	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.06	0.17	0.17	0.14	0.19	0.19	0.07	0.56	0.05	0.08	0.57	0.12
Crit Vol:	287			229			930			132		
Crit Moves:	****			****			****			****		

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 San Vicente/Federal & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.198
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

San Vicente Bl/Federal Av					Wilshire Bl														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Split Phase					Split Phase					Protected					Protected				
Rights: Include					Include					Include					Ignore				
Min. Green: 0 0 0 0					0 0 0 0					0 0 0 0					0 0 0 0				
Lanes: 1 0 2 0 1					2 1 0 1 0					1 0 2 1 0					1 0 2 0 1				

Volume Module:

Base Vol:	84	321	189	1313	329	47	39	1718	54	138	1889	1049
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	90	343	202	1405	352	50	42	1838	58	148	2021	1122
Added Vol:	12	1	0	1	1	1	1	115	50	0	83	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	344	202	1406	353	51	43	1953	108	148	2104	1127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	102	344	202	1406	353	51	43	1953	108	148	2104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	344	202	1406	353	51	43	1953	108	148	2104	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	102	344	202	1547	353	51	43	1953	108	148	2104	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	3.00	0.87	0.13	1.00	2.84	0.16	1.00	2.00	1.00
Final Sat.:	1513	3025	1513	4537	1321	192	1513	4300	237	1513	3025	1513

Capacity Analysis Module:

Vol/Sat:	0.07	0.11	0.13	0.34	0.27	0.27	0.03	0.45	0.45	0.10	0.70	0.00
Crit Vol:	202	516					43			1052		
Crit Moves:	****	****					****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #24 Sepulveda Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.487
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Sepulveda Bl						Wilshire Bl							
North Bound			South Bound			East Bound			West Bound				
Approach:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	0	2	0	2	1	0	2	0

Volume Module:

Base Vol:	182	724	227	103	327	100	124	3246	246	400	3834	316
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	195	775	243	110	350	107	133	3473	263	428	4102	338
Added Vol:	35	73	60	15	31	1	9	121	6	46	764	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	848	303	125	381	108	142	3594	269	474	4866	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	848	303	125	381	108	142	3594	269	474	4866	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	848	303	125	381	108	142	3594	269	474	4866	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	230	848	303	125	381	108	156	3594	269	521	4866	345

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.47	0.53	1.00	1.56	0.44	2.00	2.79	0.21	2.00	4.67	0.33
Final Sat.:	1513	2229	796	1513	2357	668	3025	4221	316	3025	7062	501

Capacity Analysis Module:

Vol/Sat:	0.15	0.38	0.38	0.08	0.16	0.16	0.05	0.85	0.85	0.17	0.69	0.69
Crit Vol:	575			125			1288			261		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Veteran Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.335
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.383

Street Name: Veteran Av Wilshire Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Protected Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 2 2 0 3 1 0 2 0 3 1 0
-----|-----|-----|-----|

Volume Module:

Base Vol:	218	805	195	73	420	962	330	2278	110	97	3274	74
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	233	861	209	78	449	1029	353	2437	118	104	3503	79
Added Vol:	0	5	150	0	1	0	0	832	6	155	814	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	866	359	78	450	1029	353	3269	124	259	4317	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	866	359	78	450	1029	353	3269	124	259	4317	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	866	359	78	450	1029	353	3269	124	259	4317	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	233	866	359	78	450	1132	388	3269	124	285	4317	79

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.85	0.15	2.00	3.93	0.07
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	6041	229	3135	6157	113

1375

Capacity Analysis Module:

Vol/Sat:	0.15	0.28	0.23	0.05	0.14	0.36	0.12	0.54	0.54	0.09	0.70	0.70
Crit Vol:	233					566	194			1099		
Crit Moves:	****					****	****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #26 Gayley Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.328
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:		Gayley Av						Wilshire Bl								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	T	R	L	T	R	L	T	R	L	T	R			
Control:		Protected			Protected			Protected			Protected					
Rights:		Include			Include			Include			Include					
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:		1	0	2	0	1	1	0	1	0	2	2	0	3	1	0

Volume Module:

Base Vol:	104	324	107	129	364	827	425	1956	119	45	2273	175
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	111	347	114	138	389	885	455	2093	127	48	2432	187
Added Vol:	0	7	2	81	5	303	296	687	0	0	666	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	354	116	219	394	1188	751	2780	127	48	3098	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	354	116	219	394	1188	751	2780	127	48	3098	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	354	116	219	394	1188	751	2780	127	48	3098	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	354	116	219	394	1307	826	2780	127	48	3098	224

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.00	2.00	2.00	3.82	0.18	1.00	3.73	0.27
Final Sat.:	1513	3025	1513	1513	1513	3025	3025	5785	265	1513	5642	408

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.08	0.14	0.26	0.43	0.27	0.48	0.48	0.03	0.55	0.55
Crit Vol:	111					653	413			831		
Crit Moves:	****					****	****			****		

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Westwood Bl & Lindbrook Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 1.118
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Westwood Bl		Lindbrook Dr					
North Bound		South Bound		East Bound		West Bound	
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Control:	Permitted	Permitted
Rights:	Include	Include	Include	Include	Rights:	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	Min. Green:	0 0 0	0 0 0
Lanes:	0 1 1 0 1	0 1 1 1 0	0 1 0 1 0	0 1 0 1 0	Lanes:	0 1 0 1 0	0 1 0 1 0

Westwood Bl		Lindbrook Dr					
North Bound		South Bound		East Bound		West Bound	
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R
Volume Module:					Volume Module:		
Base Vol:	3 875 242	30 884 94	16 150 137	146 254 75	Base Vol:	3 875 242	30 884 94
Growth Adj:	1.07 1.07 1.07	1.07 1.07 1.07	1.07 1.07 1.07	1.07 1.07 1.07	Growth Adj:	1.07 1.07 1.07	1.07 1.07 1.07
Initial Bse:	3 936 259	32 946 101	17 161 147	156 272 80	Initial Bse:	3 936 259	32 946 101
Added Vol:	53 297 453	0 398 0	0 134 0	467 138 0	Added Vol:	53 297 453	0 398 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	PasserByVol:	0 0 0	0 0 0
Initial Fut:	56 1233 712	32 1344 101	17 295 147	623 410 80	Initial Fut:	56 1233 712	32 1344 101
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	User Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	56 1233 712	32 1344 101	17 295 147	623 410 80	PHF Volume:	56 1233 712	32 1344 101
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	Reduct Vol:	0 0 0	0 0 0
Reduced Vol:	56 1233 712	32 1344 101	17 295 147	623 410 80	Reduced Vol:	56 1233 712	32 1344 101
PCE Adj:	6.00 1.00 1.00	6.00 1.00 1.00	2.00 1.00 1.00	2.00 1.00 1.00	PCE Adj:	6.00 1.00 1.00	6.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	337 1233 712	193 1344 101	34 295 147	1246 410 80	Final Vol.:	337 1233 712	193 1344 101

Westwood Bl		Lindbrook Dr					
North Bound		South Bound		East Bound		West Bound	
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R
Saturation Flow Module:					Saturation Flow Module:		
Sat/Lane:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	Sat/Lane:	1500 1500 1500	1500 1500 1500
Adjustment:	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.10 1.10	Adjustment:	1.10 1.10 1.10	1.10 1.10 1.10
Lanes:	0.67 1.33 1.00	0.50 2.32 0.18	0.08 1.30 0.62	1.00 0.91 0.09	Lanes:	0.67 1.33 1.00	0.50 2.32 0.18
Final Sat.:	1104 2196 1650	825 3821 304	128 2154 1018	1650 1497 153	Final Sat.:	1104 2196 1650	825 3821 304

Westwood Bl		Lindbrook Dr					
North Bound		South Bound		East Bound		West Bound	
Approach:	North Bound	South Bound	East Bound	West Bound	Approach:	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	Movement:	L - T - R	L - T - R
Capacity Analysis Module:					Capacity Analysis Module:		
Vol/Sat:	0.05 0.56 0.43	0.04 0.35 0.33	0.13 0.14 0.14	0.38 0.27 0.53	Vol/Sat:	0.05 0.56 0.43	0.04 0.35 0.33
Crit Vol:	926	32	17	868	Crit Vol:	926	32
Crit Moves:	****	****	****	****	Crit Moves:	****	****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Westwood Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.143

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:

Westwood Bl

Wilshire Bl

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Protected Permitted Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 1 2 0 3 1 0 2 0 3 1 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 192 668 217 111 704 335 226 1805 167 178 2023 106

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Bse: 205 715 232 119 753 358 242 1931 179 190 2165 113

Added Vol: 5 170 417 96 156 613 551 167 52 405 85 83

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 210 885 649 215 909 971 793 2098 231 595 2250 196

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 210 885 649 215 909 971 793 2098 231 595 2250 196

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 210 885 649 215 909 971 793 2098 231 595 2250 196

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00

Final Vol.: 210 885 649 215 909 1069 872 2098 231 655 2250 196

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Lanes: 1.00 2.00 1.00 1.00 2.00 2.00 2.00 3.60 0.40 2.00 3.68 0.32

Final Sat.: 1568 3135 1568 1568 3135 3135 3135 5649 621 3135 5767 503

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.13 0.28 0.41 0.14 0.29 0.34 0.28 0.37 0.37 0.21 0.39 0.39

Crit Vol: 210 534 436 612

Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #29 Glendon Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.999
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: Glendon Av Wilshire Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 1 0 1 0 2 2 0 3 0 1 1 0 3 1 0

Volume Module:
 Base Vol: 187 116 105 204 183 366 214 2217 64 249 1820 190
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 200 124 112 218 196 392 229 2372 68 266 1947 203
 Added Vol: 0 0 0 86 0 387 375 304 0 0 186 84
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 200 124 112 304 196 779 604 2676 68 266 2133 287
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 200 124 112 304 196 779 604 2676 68 266 2133 287
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 200 124 112 304 196 779 604 2676 68 266 2133 287
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 200 124 112 304 196 856 664 2676 68 266 2133 287

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 0.52 0.48 1.00 1.00 2.00 2.00 3.00 1.00 1.00 3.53 0.47
 Final Sat.: 1568 823 745 1568 1568 3135 3135 4703 1568 1568 5526 744

Capacity Analysis Module:
 Vol/Sat: 0.13 0.15 0.15 0.19 0.12 0.27 0.21 0.57 0.04 0.17 0.39 0.39
 Crit Vol: 200 428 322 892 266 605
 Crit Moves: ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Selby Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.472
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Selby Av Wilshire Bl

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	0	1	0	0	1	0	3	0	1	1	0	3	0	1

Volume Module:

Base Vol:	51	58	104	143	49	16	30	2561	66	58	2337	70
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	55	62	111	153	52	17	32	2740	71	62	2501	75
Added Vol:	24	2	5	70	5	6	3	250	69	14	222	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	64	116	223	57	23	35	2990	140	76	2723	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	64	116	223	57	23	35	2990	140	76	2723	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	64	116	223	57	23	35	2990	140	76	2723	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	64	116	223	57	23	35	2990	140	76	2723	137

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.36	0.64	1.00	0.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1568	557	1011	1568	1118	450	1568	4703	1568	1568	4703	1568

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.12	0.14	0.05	0.05	0.02	0.64	0.09	0.05	0.58	0.09
Crit Vol:	180			223				997				
Crit Moves:	****			****				****				

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #32 Warner Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 81 Level Of Service: C

Street Name:	Warner Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	35	51	22	73	69	46	82	2558	40	35	2258	47
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	37	55	24	78	74	49	88	2737	43	37	2416	50
Added Vol:	0	0	0	0	0	0	0	335	0	0	323	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	55	24	78	74	49	88	3072	43	37	2739	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	55	24	78	74	49	88	3072	43	37	2739	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	55	24	78	74	49	88	3072	43	37	2739	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	55	24	78	74	49	88	3072	43	37	2739	50

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.95	0.05
Final Sat.:	1568	1568	1568	1568	1568	1568	1568	4638	65	1568	4618	85

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.02	0.05	0.05	0.03	0.06	0.66	0.66	0.02	0.59	0.59
Crit Vol:	55			78			1038			37		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Beverly Glen Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.018

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name: Beverly Glen Bl Wilshire Bl

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 3 0 1 1 0 2 1 0

Volume Module:

Base Vol: 139 706 174 76 664 45 156 1927 251 153 2020 82

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Bse: 149 755 186 81 710 48 167 2062 269 164 2161 88

Added Vol: 58 41 3 1 3 3 3 275 57 1 262 1

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 207 796 189 82 713 51 170 2337 326 165 2423 89

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 207 796 189 82 713 51 170 2337 326 165 2423 89

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 207 796 189 82 713 51 170 2337 326 165 2423 89

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 207 796 189 82 713 51 170 2337 326 165 2423 89

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Lanes: 1.00 1.62 0.38 1.00 1.87 0.13 1.00 3.00 1.00 1.00 2.89 0.11

Final Sat.: 1568 2533 602 1568 2925 210 1568 4703 1568 1568 4536 166

Capacity Analysis Module:

Vol/Sat: 0.13 0.31 0.31 0.05 0.24 0.24 0.11 0.50 0.21 0.11 0.53 0.53

Crit Vol: 207 382 170 837

Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #34 Westwood Bl & Wellworth Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.978
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Westwood Bl Wellworth Av
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 1 1 0 0 0

Volume Module:
 Base Vol: 54 1140 84 69 1195 69 21 65 67 293 156 63
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 58 1220 90 74 1279 74 22 70 72 314 167 67
 Added Vol: 1 590 0 0 612 0 2 0 4 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 59 1810 90 74 1891 74 24 70 76 314 167 67
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 59 1810 90 74 1891 74 24 70 76 314 167 67
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 59 1810 90 74 1891 74 24 70 76 314 167 67
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 59 1810 90 74 1891 74 24 70 76 314 167 67

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 2.00 1.00 1.00 1.92 0.08 0.14 0.41 0.45 0.58 0.30 0.12
 Final Sat.: 1650 3300 1650 1650 3176 124 238 676 736 944 503 203

Capacity Analysis Module:
 Vol/Sat: 0.04 0.55 0.05 0.04 0.60 0.60 0.10 0.10 0.10 0.33 0.33 0.33
 Crit Vol: 59 982 24 548
 Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #35 Westwood Bl & Rochester Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.813
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 77 Level Of Service: D

Street Name:	Westwood Bl						Rochester Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	20	1003	21	19	1242	26	28	165	28	35	246	9
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	21	1073	22	20	1329	28	30	177	30	37	263	10
Added Vol:	7	591	0	0	616	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1664	22	20	1945	28	30	177	51	37	263	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1664	22	20	1945	28	30	177	51	37	263	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1664	22	20	1945	28	30	177	51	37	263	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	1664	22	20	1945	28	30	177	51	37	263	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.12	0.68	0.20	0.12	0.85	0.03
Final Sat.:	1650	3300	1650	1650	3300	1650	192	1131	327	199	1400	51

Capacity Analysis Module:

Vol/Sat:	0.02	0.50	0.01	0.01	0.59	0.02	0.16	0.16	0.16	0.19	0.19	0.19
Crit Vol:	28				972		30			310		
Crit Moves:	****				****		****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #36 Barrington Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.025
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Barrington Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	92	522	125	77	638	56	61	1558	86	98	1171	85
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	98	559	134	82	683	60	65	1667	92	105	1253	91
Added Vol:	0	1	0	2	3	9	2	440	0	0	484	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	560	134	84	686	69	67	2107	92	105	1737	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	560	134	84	686	69	67	2107	92	105	1737	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	560	134	84	686	69	67	2107	92	105	1737	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	560	134	84	686	69	67	2107	92	105	1737	93

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	2.87	0.13	1.00	2.85	0.15
Final Sat.:	1650	1650	1650	1650	1499	151	1650	4743	207	1650	4699	251

Capacity Analysis Module:

Vol/Sat:	0.06	0.34	0.08	0.05	0.46	0.46	0.04	0.44	0.44	0.06	0.37	0.37
Crit Vol:	98			755			733			105		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #37 Sawtelle Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.002
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	85	118	146	105	246	122	42	726	63	107	647	55
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	91	126	156	112	263	131	45	777	67	114	692	59
Added Vol:	8	6	87	7	107	0	0	1	0	100	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	132	243	119	370	131	45	778	67	214	697	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	132	243	119	370	131	45	778	67	214	697	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	132	243	119	370	131	45	778	67	214	697	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	132	243	119	370	131	45	778	67	214	697	59

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.21	0.28	0.51	1.00	0.74	0.26	1.00	0.92	0.08	1.00	0.92	0.08
Final Sat.:	344	460	846	1650	1220	430	1650	1518	132	1650	1522	128

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.29	0.07	0.30	0.30	0.03	0.51	0.51	0.13	0.46	0.46
Crit Vol:	474			119			845			214		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Sepulveda Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.112

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name: Sepulveda Bl Ohio Av

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 1 0 0 1 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 64 748 144 43 992 131 148 697 116 131 649 49

Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07

Initial Bse: 68 800 154 46 1061 140 158 746 124 140 694 52

Added Vol: 0 103 0 0 111 19 5 84 7 0 86 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 68 903 154 46 1172 159 163 830 131 140 780 52

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 68 903 154 46 1172 159 163 830 131 140 780 52

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 68 903 154 46 1172 159 163 830 131 140 780 52

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 68 903 154 46 1172 159 163 830 131 140 780 52

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Lanes: 1.00 2.00 1.00 1.00 1.76 0.24 1.00 0.86 0.14 1.00 0.94 0.06

Final Sat.: 1650 3300 1650 1650 2906 394 1650 1425 225 1650 1546 104

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.04 0.27 0.09 0.03 0.40 0.40 0.10 0.58 0.58 0.08 0.50 0.50

Crit Vol: 68 666 961 140

Crit Moves: **** **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #39 Veteran Av & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.023
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	148	172	106	68	209	88	38	740	85	85	614	117
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	158	184	113	73	224	94	41	792	91	91	657	125
Added Vol:	0	64	0	0	79	86	84	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	248	113	73	303	180	125	792	91	91	657	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	248	113	73	303	180	125	792	91	91	657	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	248	113	73	303	180	125	792	91	91	657	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	248	113	73	303	180	125	792	91	91	657	128

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.30	0.48	0.22	0.13	0.55	0.32	1.00	0.90	0.10	1.00	0.84	0.16
Final Sat.:	503	787	360	216	899	535	1650	1480	170	1650	1381	269

Capacity Analysis Module:

Vol/Sat:	0.32	0.32	0.32	0.34	0.34	0.34	0.08	0.53	0.54	0.06	0.48	0.48
Crit Vol:	158			556					883	91		
Crit Moves:	****			****					****	****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #40 Westwood Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.107
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	95	892	65	56	1180	174	155	573	77	80	535	31
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	102	954	70	60	1263	186	166	613	82	86	572	33
Added Vol:	3	598	0	0	637	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1552	70	60	1900	186	166	613	82	86	572	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1552	70	60	1900	186	166	613	82	86	572	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1552	70	60	1900	186	166	613	82	86	572	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	1552	70	60	1900	186	166	613	82	86	572	33

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	1.00	0.95	0.05
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1455	195	1650	1560	90

Capacity Analysis Module:

Vol/Sat:	0.06	0.47	0.04	0.04	0.58	0.11	0.10	0.42	0.42	0.05	0.37	0.37
Crit Vol:	105				950		166			606		
Crit Moves:	****				****		****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #41 Sawtelle Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.957

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	77	250	201	63	352	24	14	1278	62	139	1347	88
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	82	267	215	67	377	26	15	1367	66	149	1441	94
Added Vol:	10	97	0	65	135	7	0	434	45	2	461	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	365	215	132	512	33	15	1801	111	151	1902	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	365	215	132	512	33	15	1801	111	151	1902	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	365	215	132	512	33	15	1801	111	151	1902	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	365	215	132	512	33	15	1801	111	151	1902	98

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.63	0.37	1.00	0.94	0.06	1.00	2.83	0.17	1.00	2.85	0.15
Final Sat.:	1568	986	582	1568	1473	94	1568	4429	274	1568	4472	231

Capacity Analysis Module:

Vol/Sat:	0.06	0.37	0.37	0.08	0.35	0.35	0.01	0.41	0.41	0.10	0.43	0.43
Crit Vol:	580			132			638			151		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #42 I-405 SB Ramps & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.847
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 122 Level Of Service: D

Street Name:	I-405 SB Ramps						Santa Monica Bl						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	1	1	0	1	1	0	1	0	3	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	342	184	144	0	1387	339	343	1299	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	366	197	154	0	1484	363	367	1390	0
Added Vol:	0	0	0	34	0	97	0	234	265	105	369	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	400	197	251	0	1718	628	472	1759	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	400	197	251	0	1718	628	472	1759	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	197	251	0	1718	628	472	1759	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	440	197	276	0	1718	628	472	1759	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	1.93	0.86	1.21	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3027	1350	1893	0	4703	1568	1568	4703	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.37	0.40	0.30	0.37	0.00
Crit Vol:	0			228			628			472		
Crit Moves:				****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #43 I-405 NB Ramps & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.097
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

I-405 NB Ramps												Santa Monica Bl							
North Bound						South Bound						East Bound				West Bound			
Approach:						Approach:						Approach:				Approach:			
Movement:						Movement:						Movement:				Movement:			
L - T - R						L - T - R						L - T - R				L - T - R			
Control:						Control:						Control:				Control:			
Rights:						Rights:						Rights:				Rights:			
Include						Include						Include				Include			
Min. Green:						Min. Green:						Min. Green:				Min. Green:			
0 0 0						0 0 0						0 0 0				0 0 0			
Lanes:						Lanes:						Lanes:				Lanes:			
2 0 1 1 1						0 0 0 0 0						1 0 3 0 0				0 0 3 1 0			

Volume Module:

Base Vol:	525	559	567	0	0	0	461	1245	0	0	1149	406
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	562	598	607	0	0	0	493	1332	0	0	1229	434
Added Vol:	195	0	39	0	0	0	104	164	0	0	280	251
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	757	598	646	0	0	0	597	1496	0	0	1509	685
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	757	598	646	0	0	0	597	1496	0	0	1509	685
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	757	598	646	0	0	0	597	1496	0	0	1509	685
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	832	598	710	0	0	0	597	1496	0	0	1509	685

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.37	1.63	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3135	2150	2553	0	0	0	1568	4703	0	0	4703	1568

Capacity Analysis Module:

Vol/Sat:	0.27	0.28	0.28	0.00	0.00	0.00	0.38	0.32	0.00	0.00	0.32	0.44
Crit Vol:	436			0			597					685
Crit Moves:	****						****					****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #44 Sepulveda Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.029
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Santa Monica Bl								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1

Volume Module:

Base Vol:	142	885	66	127	1114	131	200	1391	237	88	1029	81
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	152	947	71	136	1192	140	214	1488	254	94	1101	87
Added Vol:	11	71	8	19	105	104	26	177	0	3	415	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1018	79	155	1297	244	240	1665	254	97	1516	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1018	79	155	1297	244	240	1665	254	97	1516	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1018	79	155	1297	244	240	1665	254	97	1516	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	163	1018	79	155	1297	244	240	1665	254	97	1516	99

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	1513	4537	1513

Capacity Analysis Module:

Vol/Sat:	0.11	0.34	0.05	0.10	0.43	0.16	0.16	0.37	0.17	0.06	0.33	0.07
Crit Vol:	163			648			240			505		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #45 Veteran Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 142 Level Of Service: D

Street Name:	Veteran Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	3

Volume Module:

Base Vol:	56	211	5	8	467	37	56	1048	0	63	1093	41
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	60	226	5	9	500	40	60	1121	0	67	1170	44
Added Vol:	7	56	2	2	67	10	7	164	7	2	387	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	282	7	11	567	50	67	1285	7	69	1557	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	282	7	11	567	50	67	1285	7	69	1557	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	282	7	11	567	50	67	1285	7	69	1557	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	282	7	11	567	50	67	1285	7	69	1557	45

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.97	0.03	1.00	0.92	0.08	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	1474	38	1513	1391	122	1513	4537	1513	1513	4537	1513

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.19	0.01	0.41	0.41	0.04	0.28	0.00	0.05	0.34	0.03
Crit Vol:	67			616			67			519		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #46 Westwood Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.172
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Santa Monica Bl						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	2	0	3	0	1

Volume Module:

Base Vol:	51	994	86	103	1257	124	170	1419	58	174	1487	196
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	55	1064	92	110	1345	133	182	1518	62	186	1591	210
Added Vol:	6	517	4	51	549	36	37	123	7	4	345	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1581	96	161	1894	169	219	1641	69	190	1936	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1581	96	161	1894	169	219	1641	69	190	1936	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1581	96	161	1894	169	219	1641	69	190	1936	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	61	1581	96	161	1894	169	241	1641	69	209	1936	257

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1513	2852	173	1513	3025	1513	3025	4537	1513	3025	4537	1513

Capacity Analysis Module:

Vol/Sat:	0.04	0.55	0.55	0.11	0.63	0.11	0.08	0.36	0.05	0.07	0.43	0.17
Crit Vol:	61			947			120			645		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #47 Overland Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Overland Av						Santa Monica Bl									
North Bound			South Bound			East Bound			West Bound						
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	0	0	0	0	3	0	1	1	0	3	0

Volume Module:												
Base Vol:	139	0	132	0	0	0	0	1113	88	204	1258	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	149	0	141	0	0	0	0	1191	94	218	1346	0
Added Vol:	9	0	6	0	0	0	0	176	2	3	386	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	0	147	0	0	0	0	1367	96	221	1732	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	0	147	0	0	0	0	1367	96	221	1732	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	0	147	0	0	0	0	1367	96	221	1732	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	0	147	0	0	0	0	1367	96	221	1732	0

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.08	0.00	0.92	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1696	0	1439	0	0	0	0	4703	1568	1568	4703	0

Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.29	0.06	0.14	0.37	0.00
Crit Vol:	160			0				456		221		
Crit Moves:	****							****		****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #48 Beverly Glen Bl & Santa Monica North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.782
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 105 Level Of Service: C

Street Name:	Beverly Glen Bl					Santa Monica North				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	0	1	2	0	2	1	0

Volume Module:

Base Vol:	13	601	52	226	1065	63	48	885	110	139	1174	247
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	14	643	56	242	1140	67	51	947	118	149	1256	264
Added Vol:	3	58	0	3	57	1	3	231	14	0	381	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	701	56	245	1197	68	54	1178	132	149	1637	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	701	56	245	1197	68	54	1178	132	149	1637	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	701	56	245	1197	68	54	1178	132	149	1637	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	19	701	56	269	1197	68	60	1178	132	164	1637	336

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.70	0.30	2.00	3.00	2.00
Final Sat.:	3025	3025	1513	3025	3025	1513	3025	4081	456	3025	4537	3025

Capacity Analysis Module:

Vol/Sat:	0.01	0.23	0.04	0.09	0.40	0.05	0.02	0.29	0.29	0.05	0.36	0.11
Crit Vol:	9			598			30			546		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #49 Beverly Glen & Santa Monica South

Cycle (sec): 100 Critical Vol./Cap. (X): 1.053
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Glen Bl						Santa Monica South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	0	1	0	1	0

Volume Module:	Beverly Glen Bl			Santa Monica South		
Base Vol:	36	701	60	13	1294	90
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	39	750	64	14	1385	96
Added Vol:	0	62	0	0	71	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	39	812	64	14	1456	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	812	64	14	1456	96
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	39	812	64	14	1456	96
PCE Adj:	6.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	812	64	56	1456	96

Saturation Flow Module:	Beverly Glen Bl			Santa Monica South		
Sat/Lane:	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.11	1.78	0.11	0.02	1.86	0.12
Final Sat.:	176	2933	191	30	3072	198

Capacity Analysis Module:	Beverly Glen Bl			Santa Monica South		
Vol/Sat:	0.22	0.28	0.34	0.46	0.47	0.49
Crit Vol:	554	14		87		1083
Crit Moves:	****	****		****		****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #50 Bundy Dr & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr						Olympic Bl											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Protected						Protected						Protected					
Rights:	Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1	0	3	0	1		

Volume Module:	Bundy Dr						Olympic Bl					
Base Vol:	156	1814	62	296	1129	96	202	1474	316	287	1194	262
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	167	1941	66	317	1208	103	216	1577	338	307	1278	280
Added Vol:	48	1	121	0	3	48	52	241	52	145	301	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1942	187	317	1211	151	268	1818	390	452	1579	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1942	187	317	1211	151	268	1818	390	452	1579	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1942	187	317	1211	151	268	1818	390	452	1579	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	215	1942	187	317	1211	151	268	1818	390	497	1579	280

Saturation Flow Module:	Bundy Dr						Olympic Bl					
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.55	0.45
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	3025	3853	684

Capacity Analysis Module:	Bundy Dr						Olympic Bl					
Vol/Sat:	0.14	0.64	0.12	0.21	0.40	0.10	0.18	0.40	0.26	0.16	0.41	0.41
Crit Vol:	971			317			268			620		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #51 Barrington Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.099
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Barrington Av						Olympic Bl						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:												
Base Vol:	183	706	116	260	1171	58	94	1489	399	175	2017	141
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	196	755	124	278	1253	62	101	1593	427	187	2158	151
Added Vol:	2	0	10	2	2	0	0	86	3	7	126	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	755	134	280	1255	62	101	1679	430	194	2284	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	755	134	280	1255	62	101	1679	430	194	2284	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	755	134	280	1255	62	101	1679	430	194	2284	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	755	134	280	1255	62	101	1679	430	194	2284	151

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	2.39	0.61	1.00	4.00	1.00
Final Sat.:	1568	2662	473	1568	3135	1568	1568	3744	959	1568	6270	1568

Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.18	0.40	0.04	0.06	0.45	0.45	0.12	0.36	0.10
Crit Vol:	198			627			703			194		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #52 Sawtelle Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.383
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
 Optimal Cycle: 180 Level Of Service: F

 Street Name: Sawtelle Bl Olympic Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 0 1 1 0 1 0 2 1 0

Volume Module:
 Base Vol: 140 433 380 122 542 39 42 1942 153 355 2307 171
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 150 463 407 131 580 42 45 2078 164 380 2468 183
 Added Vol: 0 107 0 3 168 10 1 76 0 0 116 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 150 570 407 134 748 52 46 2154 164 380 2584 183
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 150 570 407 134 748 52 46 2154 164 380 2584 183
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 150 570 407 134 748 52 46 2154 164 380 2584 183
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 150 570 407 134 748 52 46 2154 164 380 2584 183

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 1.00 1.00 1.00 1.87 0.13 1.00 2.79 0.21 1.00 3.74 0.26
 Final Sat.: 1568 1568 1568 1568 2932 203 1568 4370 332 1568 5855 415

Capacity Analysis Module:
 Vol/Sat: 0.10 0.36 0.26 0.09 0.26 0.26 0.03 0.49 0.49 0.24 0.44 0.44
 Crit Vol: 570 134 773
 Crit Moves: **** **** ****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #53 Sepulveda Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.033
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl					Olympic Bl						
Approach:	North Bound		South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted			Permitted			Protected			
Rights:	Include		Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	2	1	0

Volume Module:	Sepulveda Bl					Olympic Bl						
Base Vol:	85	997	179	97	1058	94	105	1801	112	147	2543	149
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	91	1067	192	104	1132	101	112	1927	120	157	2721	159
Added Vol:	0	76	0	7	88	14	13	66	0	0	102	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1143	192	111	1220	115	125	1993	120	157	2823	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1143	192	111	1220	115	125	1993	120	157	2823	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1143	192	111	1220	115	125	1993	120	157	2823	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	1143	192	111	1220	115	125	1993	120	157	2823	160

Saturation Flow Module:	Sepulveda Bl					Olympic Bl						
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.83	0.17	1.00	3.78	0.22
Final Sat.:	1568	3135	1568	1568	2866	269	1568	4436	267	1568	5933	337

Capacity Analysis Module:	Sepulveda Bl					Olympic Bl						
Vol/Sat:	0.06	0.36	0.12	0.07	0.43	0.43	0.08	0.45	0.45	0.10	0.48	0.48
Crit Vol:	91			667			704			157		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #54 Veteran Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 131 Level Of Service: D

Street Name:	Veteran Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	3

Volume Module:	Veteran Av			Veteran Av			Olympic Bl			Olympic Bl		
Base Vol:	41	106	24	143	386	124	37	1451	24	59	2833	58
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	44	113	26	153	413	133	40	1553	26	63	3031	62
Added Vol:	0	27	0	47	30	0	0	72	0	0	104	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	140	26	200	443	133	40	1625	26	63	3135	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	140	26	200	443	133	40	1625	26	63	3135	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	140	26	200	443	133	40	1625	26	63	3135	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	140	26	200	443	133	40	1625	26	63	3135	100

Saturation Flow Module:	Veteran Av			Veteran Av			Olympic Bl			Olympic Bl		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.85	0.15	1.00	0.77	0.23	1.00	2.95	0.05	1.00	3.88	0.12
Final Sat.:	1650	1395	255	1650	1270	380	1650	4873	77	1650	6396	204

Capacity Analysis Module:	Veteran Av			Veteran Av			Olympic Bl			Olympic Bl		
Vol/Sat:	0.03	0.10	0.10	0.12	0.35	0.35	0.02	0.33	0.33	0.04	0.49	0.49
Crit Vol:	44			576			40			809		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #55 Westwood Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.374
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~XXXXXX~~
 Optimal Cycle: 180 Level Of Service: F

 Street Name: Westwood Bl Olympic Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 3 1 0

Volume Module:
 Base Vol: 90 811 120 147 1289 142 112 2263 113 102 3335 240
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 96 868 128 157 1379 152 120 2421 121 109 3568 257
 Added Vol: 9 517 4 9 546 5 3 99 16 4 128 7
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 105 1385 132 166 1925 157 123 2520 137 113 3696 264
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 105 1385 132 166 1925 157 123 2520 137 113 3696 264
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 105 1385 132 166 1925 157 123 2520 137 113 3696 264
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 105 1385 132 166 1925 157 123 2520 137 113 3696 264

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Lanes: 1.00 1.83 0.17 1.00 1.85 0.15 1.00 2.85 0.15 1.00 3.73 0.27
 Final Sat.: 1568 2861 274 1568 2899 236 1568 4460 242 1568 5852 418

Capacity Analysis Module:
 Vol/Sat: 0.07 0.48 0.48 0.11 0.66 0.66 0.08 0.57 0.57 0.07 0.63 0.63
 Crit Vol: 784 1041 123 990
 Crit Moves: 105 *****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #56 Overland Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.195

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	3

Volume Module:

Base Vol:	112	328	112	78	394	38	22	2104	80	309	2758	20
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	120	351	120	83	422	41	24	2251	86	331	2951	21
Added Vol:	0	15	1	0	4	2	0	112	0	138	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	366	121	83	426	43	24	2363	86	469	3088	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	366	121	83	426	43	24	2363	86	469	3088	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	366	121	83	426	43	24	2363	86	469	3088	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	366	121	83	426	43	24	2363	86	469	3088	21

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.75	0.25	1.00	0.91	0.09	1.00	2.90	0.10	1.00	3.97	0.03
Final Sat.:	1568	1178	389	1568	1425	143	1568	4538	164	1568	6227	43

Capacity Analysis Module:

Vol/Sat:	0.08	0.31	0.31	0.05	0.30	0.30	0.02	0.52	0.52	0.30	0.50	0.50
Crit Vol:	120			468			816			469		
Crit Moves:	****			****			****			****		

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #57 Century Park West & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.406
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Century Park West						Olympic Bl					
North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		
Control:	Permitted		Permitted		Protected		Protected		Permitted		
Rights:	Include		Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	2	0	0	0	2	0	3

Century Park West						Olympic Bl					
Volume Module:											
Base Vol:	0	0	0	80	0	1116	238	2094	0	0	3543
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	86	0	1194	255	2241	0	0	3791
Added Vol:	0	0	0	59	0	176	11	133	0	0	120
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	1370	266	2374	0	0	3911
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	1370	266	2374	0	0	3911
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	1370	266	2374	0	0	3911
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	159	0	1507	292	2374	0	0	3911

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00
Final Sat.:	0	0	0	3135	0	3135	3135	4703	0	0	4703

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.48	0.09	0.50	0.00	0.00	0.83
Crit Vol:	0			754		146					1304
Crit Moves:				****		****					****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #58 Centinela Av & I-10 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.101
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Centinela Av						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	536	323	0	0	756	103	285	0	317	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	574	346	0	0	809	110	305	0	339	0	0	0
Added Vol:	4	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	346	0	0	809	110	305	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	578	346	0	0	809	110	305	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	346	0	0	809	110	305	0	339	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	578	346	0	0	809	110	305	0	339	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1568	1568	0	0	1568	1568	1568	0	1568	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.37	0.22	0.00	0.00	0.52	0.07	0.19	0.00	0.22	0.00	0.00	0.00
Crit Vol:	578				809				339	0		
Crit Moves:	****				****				****			

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #59 Centinela Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Centinela Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	1	0	1	1	0	1

Volume Module:	Centinela Av NB			Centinela Av SB			Pico Bl EB			Pico Bl WB		
Base Vol:	43	393	71	75	813	168	88	1401	447	101	777	387
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	46	421	76	80	870	180	94	1499	478	108	831	414
Added Vol:	0	0	0	0	0	0	0	88	0	0	105	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	421	76	80	870	180	94	1587	478	108	936	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	421	76	80	870	180	94	1587	478	108	936	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	421	76	80	870	180	94	1587	478	108	936	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	421	76	80	870	180	94	1587	478	108	936	418

Saturation Flow Module:	Centinela Av NB			Centinela Av SB			Pico Bl EB			Pico Bl WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.54	0.46	1.00	1.38	0.62
Final Sat.:	1650	1650	1650	1650	2735	565	1650	2536	764	1650	2281	1019

Capacity Analysis Module:	Centinela Av NB			Centinela Av SB			Pico Bl EB			Pico Bl WB		
Vol/Sat:	0.03	0.25	0.05	0.05	0.32	0.32	0.06	0.63	0.63	0.07	0.41	0.41
Crit Vol:	46			525			1033			108		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #60 Bundy Dr & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.019
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	111	1373	318	93	1403	60	90	1193	99	69	908	53
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	119	1469	340	100	1501	64	96	1277	106	74	972	57
Added Vol:	0	94	15	21	116	63	56	31	0	26	46	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1563	355	121	1617	127	152	1308	106	100	1018	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1563	355	121	1617	127	152	1308	106	100	1018	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1563	355	121	1617	127	152	1308	106	100	1018	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	119	1563	355	121	1617	127	152	1308	106	100	1018	76

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	4033	917	1650	3300	1650	1650	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.07	0.39	0.39	0.07	0.49	0.08	0.09	0.40	0.06	0.06	0.31	0.05
Crit Vol:	119			809			654			100		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #61 Barrington Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Barrington Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:	Barrington Av			Barrington Av			Pico Bl			Pico Bl		
Base Vol:	80	585	88	221	1406	94	158	1312	144	72	931	52
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	86	626	94	236	1504	101	169	1404	154	77	996	56
Added Vol:	0	5	2	0	8	4	7	60	0	3	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	631	96	236	1512	105	176	1464	154	80	1084	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	631	96	236	1512	105	176	1464	154	80	1084	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	631	96	236	1512	105	176	1464	154	80	1084	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	631	96	236	1512	105	176	1464	154	80	1084	56

Saturation Flow Module:	Barrington Av			Barrington Av			Pico Bl			Pico Bl		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.74	0.26	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.90	0.10
Final Sat.:	1650	2864	436	1650	3087	213	1650	2986	314	1650	3139	161

Capacity Analysis Module:	Barrington Av			Barrington Av			Pico Bl			Pico Bl		
Vol/Sat:	0.05	0.22	0.22	0.14	0.49	0.49	0.11	0.49	0.49	0.05	0.35	0.35
Crit Vol:	86			808			809			80		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #62 Sawtelle Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.071
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						Pico Bl						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1	0

Volume Module:

Base Vol:	93	602	256	167	1309	159	80	1534	209	234	1476	128
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	100	644	274	179	1401	170	86	1641	224	250	1579	137
Added Vol:	0	98	2	6	162	0	0	62	0	5	91	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	742	276	185	1563	170	86	1703	224	255	1670	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	742	276	185	1563	170	86	1703	224	255	1670	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	742	276	185	1563	170	86	1703	224	255	1670	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	742	276	185	1563	170	86	1703	224	255	1670	145

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.46	0.54	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.76	0.24
Final Sat.:	1568	2285	850	1568	3135	1568	1568	4157	546	1568	4327	376

Capacity Analysis Module:

Vol/Sat:	0.06	0.32	0.32	0.12	0.50	0.11	0.05	0.41	0.41	0.16	0.39	0.39
Crit Vol:	508			781			642			255		
Crit Moves:	100			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #63 Sepulveda Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~XXXXXX~~
Optimal Cycle: 159 Level Of Service: D

Street Name: Sepulveda Bl Pico Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 3 0 1 1 0 2 1 0

Volume Module:

Base Vol:	185	934	143	113	1023	107	106	1002	183	183	1315	99
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	198	999	153	121	1095	114	113	1072	196	196	1407	106
Added Vol:	7	48	13	5	73	10	26	89	35	12	69	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1047	166	126	1168	124	139	1161	231	208	1476	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1047	166	126	1168	124	139	1161	231	208	1476	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1047	166	126	1168	124	139	1161	231	208	1476	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	205	1047	166	126	1168	124	139	1161	231	208	1476	109

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.79	0.21
Final Sat.:	1568	2706	429	1568	3135	1568	1568	4703	1568	1568	4379	323

Capacity Analysis Module:

Vol/Sat:	0.13	0.39	0.39	0.08	0.37	0.08	0.09	0.25	0.15	0.13	0.34	0.34
Crit Vol:	205			584			387			208		
Crit Moves:	****			****			****			****		

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #64 Westwood Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.024
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Westwood Bl					Pico Bl														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L - T - R					L - T - R					L - T - R					L - T - R				
Control:					Control:					Control:					Control:				
Protected					Protected					Protected					Protected				
Rights:					Rights:					Rights:					Rights:				
Include					Include					Include					Include				
Min. Green:					Min. Green:					Min. Green:					Min. Green:				
0 0 0					0 0 0					0 0 0					0 0 0				
Lanes:					Lanes:					Lanes:					Lanes:				
1 0 2 0 1					1 0 1 1 0					1 0 3 0 1					1 0 3 0 1				

Volume Module:

Base Vol:	140	535	112	183	957	127	94	1046	194	71	1203	110
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	150	572	120	196	1024	136	101	1119	208	76	1287	118
Added Vol:	0	424	0	22	548	0	0	71	0	0	47	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	996	120	218	1572	136	101	1190	208	76	1334	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	996	120	218	1572	136	101	1190	208	76	1334	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	996	120	218	1572	136	101	1190	208	76	1334	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	996	120	218	1572	136	101	1190	208	76	1334	228

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	2784	241	1513	4537	1513	1513	4537	1513

Capacity Analysis Module:

Vol/Sat:	0.10	0.33	0.08	0.14	0.56	0.56	0.07	0.26	0.14	0.05	0.29	0.15
Crit Vol:	150				854		101				445	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #65 Overland Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.069
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.107

Street Name: Overland Av Pico Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 2 1 0 1 1 0 1 0 2 1 0

Volume Module:

Base Vol:	180	573	298	52	885	43	49	919	256	819	1589	46
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	193	613	319	56	947	46	52	983	274	876	1700	49
Added Vol:	108	15	66	0	141	0	0	59	33	20	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	628	385	56	1088	46	52	1042	307	896	1749	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	628	385	56	1088	46	52	1042	307	896	1749	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	628	385	56	1088	46	52	1042	307	896	1749	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	331	628	423	56	1088	46	52	1042	307	986	1749	49

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	1.00	1.92	0.08	1.00	2.32	0.68	2.00	2.92	0.08
Final Sat.:	3135	1568	3135	1568	3008	127	1568	3633	1070	3135	4574	129

1375

Capacity Analysis Module:

Vol/Sat:	0.11	0.40	0.14	0.04	0.36	0.36	0.03	0.29	0.29	0.31	0.38	0.38
Crit Vol:	165				567			450		493		
Crit Moves:	****				****			****		****		

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #66 Bundy Dr & Ocean Park Bl/Gateway Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.085
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr						Ocean Park Bl/Gateway Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	213	1062	96	27	1162	156	136	566	654	109	523	27
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	228	1136	103	29	1243	167	146	606	700	117	560	29
Added Vol:	0	57	0	0	64	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1193	103	29	1307	167	146	606	700	119	560	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1193	103	29	1307	167	146	606	700	119	560	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1193	103	29	1307	167	146	606	700	119	560	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	228	1193	103	29	1307	167	146	606	700	119	560	29

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1568	2887	248	1568	3135	1568	1568	3135	1568	1568	2981	154

Capacity Analysis Module:

Vol/Sat:	0.15	0.41	0.41	0.02	0.42	0.11	0.09	0.19	0.45	0.08	0.19	0.19
Crit Vol:	228			654			700		119			
Crit Moves:	****			****			****		****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #67 Sawtelle Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.090
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	64	439	82	453	1232	63	116	915	96	88	1233	198
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	68	470	88	485	1318	67	124	979	103	94	1319	212
Added Vol:	0	89	2	62	105	0	0	0	0	3	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	559	90	547	1423	67	124	979	103	97	1319	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	559	90	547	1423	67	124	979	103	97	1319	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	559	90	547	1423	67	124	979	103	97	1319	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	559	90	547	1423	67	124	979	103	97	1319	223

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.72	0.28	1.00	1.91	0.09	1.00	1.81	0.19	1.00	1.71	0.29
Final Sat.:	1568	2701	434	1568	2993	142	1568	2837	298	1568	2682	453

Capacity Analysis Module:

Vol/Sat:	0.04	0.21	0.21	0.35	0.48	0.48	0.08	0.35	0.35	0.06	0.49	0.49
Crit Vol:	68			745			124			771		
Crit Moves:	****			****			****			****		

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #68 I-405 SB On Ramp & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

I-405 SB On-ramp										National Bl						
North Bound			South Bound			East Bound			West Bound							
Approach:	L - T - R			L - T - R			L - T - R			L - T - R						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1038	396	224	1193	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	0	0	0	0	1111	424	240	1277	0
Added Vol:	0	0	0	0	0	0	0	36	29	52	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1147	453	292	1292	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1147	453	292	1292	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1147	453	292	1292	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1147	453	292	1292	0

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43	0.57	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2366	934	1650	3300	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.48	0.18	0.39	0.00
Crit Vol:	0			0				800		292		
Crit Moves:								****		****		

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #69 I-405 NB Off Ramp & National Bl
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.797
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    71          Level Of Service:            C
*****
Street Name:      I-405 NB Off Ramp          National Bl
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Permitted          Permitted          Permitted          Permitted
Rights:          Include            Include            Include            Include
Min. Green:      0 0 0 0          0 0 0 0          0 0 0 0          0 0 2 0 0
Lanes:           1 0 0 0 1          0 0 0 0 0          0 0 2 0 0          0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        290 0 386          0 0 0          0 917 0          0 1586 0
Growth Adj:      1.07 1.07 1.07      1.07 1.07 1.07      1.07 1.07 1.07      1.07 1.07 1.07
Initial Bse:     310 0 413          0 0 0          0 981 0          0 1697 0
Added Vol:       3 0 21          0 0 0          0 36 0          0 64 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:     313 0 434          0 0 0          0 1017 0          0 1761 0
User Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      313 0 434          0 0 0          0 1017 0          0 1761 0
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:     313 0 434          0 0 0          0 1017 0          0 1761 0
PCE Adj:         1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Final Vol.:      313 0 434          0 0 0          0 1017 0          0 1761 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1500 1500 1500      1500 1500 1500      1500 1500 1500      1500 1500 1500
Adjustment:      1.10 1.10 1.10      1.10 1.10 1.10      1.10 1.10 1.10      1.10 1.10 1.10
Lanes:           1.00 0.00 1.00      0.00 0.00 0.00      0.00 2.00 0.00      0.00 2.00 0.00
Final Sat.:      1650 0 1650          0 0 0          0 3300 0          0 3300 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.19 0.00 0.26      0.00 0.00 0.00      0.00 0.31 0.00      0.00 0.53 0.00
Crit Vol:        434 0          0          0          881
Crit Moves:      ****          ****          ****
*****

```

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #70 Sepulveda Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.144
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.186

Street Name: Sepulveda Bl National Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol:	129	765	185	147	1224	198	128	960	172	120	1158	97
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	138	819	198	157	1310	212	137	1027	184	128	1239	104
Added Vol:	0	47	0	0	68	52	21	36	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	866	198	157	1378	264	158	1063	184	128	1250	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	866	198	157	1378	264	158	1063	184	128	1250	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	866	198	157	1378	264	158	1063	184	128	1250	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	866	198	157	1378	264	158	1063	184	128	1250	104

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.70	0.30	1.00	1.85	0.15
Final Sat.:	1568	3135	1568	1568	2631	504	1568	2672	463	1568	2895	240

Capacity Analysis Module:

Vol/Sat:	0.09	0.28	0.13	0.10	0.52	0.52	0.10	0.40	0.40	0.08	0.43	0.43
Crit Vol:	138			821			158			677		
Crit Moves:	****			****			****			****		

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #71 Westwood Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.373
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Westwood Bl								National Bl							
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L	T	R		L	T	R		L	T	R		L	T	R	
Control: Permitted				Control: Permitted				Control: Permitted				Control: Permitted			
Rights: Include				Rights: Include				Rights: Include				Rights: Include			
0	0	0		0	0	0		0	0	0		0	0	0	
Min. Green:	0	0	0	0	0	0		0	0	0		1	0	1	0
Lanes:	1	0	1	1	0	1	0	1	0	1	1	1	0	1	1

Volume Module:

Base Vol:	88	260	27	166	729	408	291	592	398	65	517	136
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	94	278	29	178	780	437	311	633	426	70	553	146
Added Vol:	0	18	0	26	522	0	0	33	2	0	11	406
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	296	29	204	1302	437	311	666	428	70	564	552
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	296	29	204	1302	437	311	666	428	70	564	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	296	29	204	1302	437	311	666	428	70	564	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	296	29	204	1302	437	311	666	428	70	564	552

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.22	0.78	1.00	1.01	0.99
Final Sat.:	1650	3007	293	1650	1650	1650	1650	2010	1290	1650	1669	1631

Capacity Analysis Module:

Vol/Sat:	0.06	0.10	0.10	0.12	0.79	0.26	0.19	0.33	0.33	0.04	0.34	0.34
Crit Vol:	94			1302			311			558		
Crit Moves:	****			****			****			****		

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Overland Av & I-10 WB Ramps/National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.252
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~XXXXX~~
Optimal Cycle: 180 Level Of Service: F

Street Name: Overland Av I-10 WB Ramps/National Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 2 0 1 1 0 1 1 0 1 1 0 1

Volume Module:

Base Vol:	63	778	489	374	1395	208	305	79	349	157	430	430
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	67	832	523	400	1493	223	326	85	373	168	460	460
Added Vol:	0	4	0	4	194	0	0	6	53	0	418	121
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	836	523	404	1687	223	326	91	426	168	878	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	836	523	404	1687	223	326	91	426	168	878	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	836	523	404	1687	223	326	91	426	168	878	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	836	576	445	1687	223	359	91	426	168	878	581

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.78	1.22	2.00	1.77	0.23	1.60	0.40	1.00	0.32	1.68	1.00
Final Sat.:	1568	2786	1917	3135	2770	365	2504	631	1568	503	2632	1568

Capacity Analysis Module:

Vol/Sat:	0.04	0.30	0.30	0.14	0.61	0.61	0.14	0.14	0.27	0.33	0.33	0.37
Crit Vol:	466			955					426			581
Crit Moves:				****					****			****